

# The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 4044

晚三初月八年十三緒光

MONDAY, SEPTEMBER 12, 1904.

一拜禮

號二十月九年英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,520,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENHSIN. NEWCHWANG.  
PEKING. DALNY.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 12th September, 1904. [21]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND—  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$17,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
E. GOETZ, Esq.  
Hon. W. J. GIBSON.  
A. HANF, Esq.  
H. SCHUBART, Esq.  
E. SELLIN, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.  
Shanghai—H. M. BEVIS.  
LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.  
HONGKONG—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 4 per cent per Annum.  
For 6 months, 4 per cent per Annum.  
For 12 months, 4 per cent per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th August, 1904. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted  
by the HONGKONG AND SHANGHAI  
BANKING CORPORATION. Rules may be  
obtained on application.  
INTEREST on deposits is allowed at 3 per  
cent per annum.  
Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1904. [23]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital ..... \$1,000,000  
Paid up Capital ..... \$34,372

HEAD OFFICE—HONGKONG.

Board of Directors:  
Creasy Ewens, Esq.  
J. Focke, Esq.  
Kwan Fong Kuk, Esq.  
G. C. Moxon, Esq.  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 per cent  
Hongkong, 2nd August, 1904. [18]

### THE DEUTSCH ASIATISCHE BANK

AUTHORIZED CAPITAL ..... Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow.  
Calcutta.  
Tientsin.  
Tsingtau (Kiautschou).

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
UNION OF LONDON AND SMITHS BANK, LTD  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO-GESSELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

H. FICKE,  
Manager.

Hongkong, 15th August, 1904. [24]

### INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS,  
Gold \$7,992,173.37—about £1,649,000.

CAPITAL AND SURPLUS AUTHORIZED  
Gold \$10,000,000—£2,055,000.

HEAD OFFICE:  
1, WALL STREET, NEW YORK.  
LONDON OFFICE:  
THREADNEEDLE HOUSE, E.C.

BRANCHES AT  
SAN FRANCISCO, WASHINGTON,  
MEXICO, MANILA, CEBU, SHANGHAI,  
SINGAPORE, YOKOHAMA, BOMBAY,  
CALCUTTA, CANTON,  
AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL  
BANKERS:  
NATIONAL PROVINCIAL BANK OF  
ENGLAND, LIMITED,  
UNION OF LONDON AND SMITHS BANK, LTD.  
CREDIT LYONNAIS, DRESDENER BANK,  
COMPTOIR NATIONAL D'ESCOMPTE  
DE PARIS, &c.

THE Corporation transacts every Description  
of Banking and Exchange Business,  
receives Money in Current Account and issues  
Fixed Deposit Receipts either in Gold or  
Silver at Rates which may be ascertained on  
Application.

HONGKONG BRANCH:  
20, DES VŒUX ROAD CENTRAL.  
CHARLES R. SCOTT,  
Manager.

Hongkong, 26th July, 1904. [19]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE  
OF THE 12TH NOVEMBER, 1895.

SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON. PENANG.  
CHEFOO. SINGAPORE.  
HANKOW. TIENHSIN.  
PEKING.

THE Bank purchases and receives for collection  
Bills of Exchange drawn on the above  
places, and Sells Drafts and Telegraphic Trans-  
fers Payable at its Branches and Agencies.

HONGKONG BRANCH.  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.  
3 per cent per Annum Fixed Deposits for 3 months.  
4 per cent " " " 6 " "  
5 per cent " " " 12 " "

H. C. MARSHALL,  
Acting Manager.

Hongkong, 17th May, 1903. [18]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000  
RESERVE LIABILITY OF SHARE-  
HOLDERS ..... £800,000  
RESERVE FUND ..... £800,000

INTEREST ALLOWED ON CURRENT  
ACCOUNT at the Rate of 2 per cent per  
annum on the Daily Balances.  
On Fixed Deposits for 12 months, 4 per cent.

T. P. COCHRANE,  
Manager.

Hongkong, 19th May, 1904. [24]

### 隆 YAU LOONG 祐

CANTON.

NEW SEASON'S SELECTED  
GINGER AND FRUITS  
of Standard Quality.  
Packed in RICH SYRUP and BEST SUGAR.

STEM GINGER FOR TABLE D'HOTE.  
Specially recommended.  
Delicious and Wholesome.  
Fixed prices for different assortments.  
Orders will be promptly executed.

Hongkong Office at No. 3, Sai On Lane,  
facing Des Vœux Road, West, near Gas Works.  
Hongkong, 19th August, 1904. [195]

## Mails.

### PENINSULAR AND ORIENTAL

#### STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON—REMA.

YOKOHAMA VIA SHANGHAI, MANILA ..... About 16th  
MOI and KOBE. II. G. U. Lewellin, R.N.R. September } Freight only.  
(Passing through the Inland Sea).

SHANGHAI ..... MALTA ..... About 22nd } Freight and  
C. L. Dagiel, September Passage.

LONDON, &c. .... NUBIA ..... Sept. 24th, } See Special  
F. N. Tildard, Noon, Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 10th September, 1904. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEY, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG;  
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers  
and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
GNEISENAU	WEDNESDAY, 14th September.
PRINZ HEINRICH	WEDNESDAY, 28th September.
BAVERN	WEDNESDAY, 12th October.
SACHSEN	WEDNESDAY, 26th October.
ZIETEN	WEDNESDAY, 9th November.
PRINZESS ALICE	WEDNESDAY, 23rd November.
PRINZ REGENT LUITPOLD	WEDNESDAY, 7th December.
PREUSSEN	WEDNESDAY, 21st December.
PRINZ ECTEL FRIEDRICH	WEDNESDAY, 4th January, 1905.
PRINZ HEINRICH	WEDNESDAY, 18th January, 1905.

ON WEDNESDAY, the 14th day of Sept., 1904, at Noon, the Steamship "GNEISENAU,"  
of the NORDDEUTSCHER LLOYD, Captain H. Bleeker, with MAILS, PASSENG-  
ERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.  
Shipping Orders will be granted till NOON, on MONDAY, the 12th Sept., Cargo and Specie  
will be received on Board until 5 P.M., on TUESDAY, the 13th Sept., and Parcels will be  
received at the Agency's Office until NOON, on TUESDAY, the 13th Sept.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50  
and Parcels should not exceed Two Cubic Feet in Measurement.  
The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.  
Linen can be washed on board.

### NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
AGENTS.

Hongkong, 17th August, 1904. [13]

## Intimations.

### LANE, CRAWFORD & CO.,

SHIPCHANDLERS & SAILMAKERS,

DECK AND ENGINE STORES

OF

Every Description, Best Quality, and at REASONABLE PRICES.

HUBBUCK'S PAINTS AND OILS received fortnightly.

"GLENFIELD" BOILER FLUID in 5 and 10-gallon drums.

Sole Agents for:

Sir CHAS. PRICE'S Special Engine Oil.

VALVOLINE, ZYNKARA, BAXTER'S CANVAS, GOUROCK CANVAS.

SHIPS' UPHOLSTERY.

A Speciality, attended to by experienced EUROPEAN ASSISTANTS ONLY.

Work undertaken at the SHORTEST NOTICE.

LANE, CRAWFORD & Co.

Hongkong, 17th August, 1904. [138]

### AQUARIUS.



AQUARIUS SPARKLING MINERAL TABLE WATER  
(Made from Pure Treble Distilled Water).  
AQUARIUS SILENT WATER.  
AQUARIUS TONIC WATER.  
AQUARIUS BELFAST GINGER ALE.  
AQUARIUS LITHIA WATER.  
AQUARIUS LEMONADE.  
AQUARIUS GINGER BEER (Stone Bottles).

Telephone

No. 75.

THE AQUARIUS COMPANY:

General Managers,  
CALDBECK, MACGREGOR & CO.,  
15, Queen's Road.

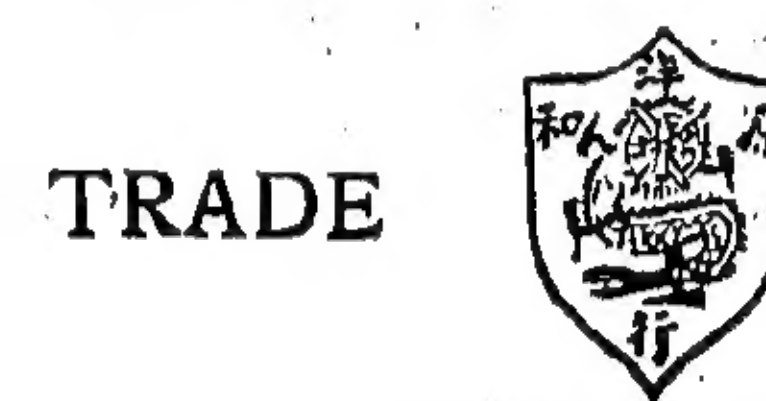
Hongkong, 7th September, 1904. [41]

## Intimations.

Bovril supplies to the body the  
nourishment it requires, and makes  
good the muscle, tissue and energy  
spent during the hurry and worry of  
the day's work. The very embodi-  
ment of strength and sustenance in  
a digestible form is Bovril.



779



TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

### CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED,  
EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1904. [41]

JOHN DEWAR SONS & Co., PERTH

### WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co.,

SOLE AGENTS.

CONNAUGHT HOUSE,

Hongkong, 1st July, 1904. [778]

This space is reserved for

### LONG, HING & Co.,

PHOTO GOODS DEALERS,

17, QUEEN'S ROAD.

Hongkong, 18th August, 1904. [1946]

### PO CHEUNG & Co.,

昌寶

14, QUEEN'S ROAD CENTRAL.

FURNISHERS AND UPHOLSTERERS,

GENERAL DOMESTIC GOODS, &c.

COUNTERS, PARTITIONS, FITTINGS, &c.

MADE TO SIZES AND PARTICULARS.

DESIGNS FORWARDED ON APPLICATION.

TELEPHONE 460.

Hongkong, 16th August, 1904. [833]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [26]

### MACAO AND CANTON

### HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence  
to CANTON and back to HONGKONG, will be  
found interesting and enjoyable.

WM. FARMER, Proprietor.

## JAPAN



## COALS.

### THE MITSUI BUSSAN KAISHA

(MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,  
Shanghai, Cheloo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama,  
Tokonaka, Nagoya, Osaka, Kobe, Maiduru, Kure, Shimodoshi, Moji, Wakamatsu,  
Kure, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and  
Freight Steamers.

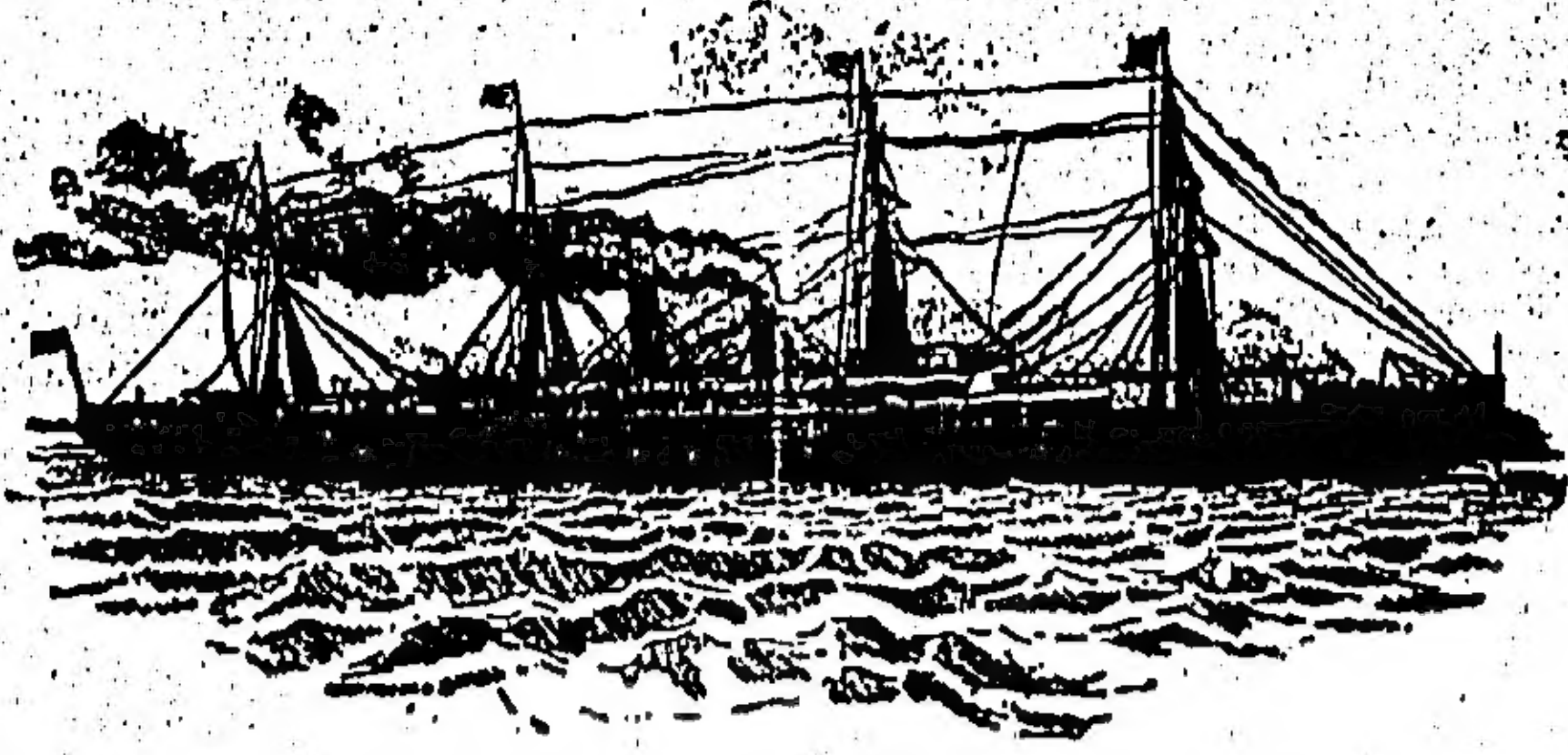
SOLE IMPORTERS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and  
SOLE AGENTS for Fujinokawa, Hokoku, Honda, Ichimura, Kanada, Mameda, Manouri,  
Onuma, Otsu, Sanyo, Tsubokura, Yoshinotsu, Yoshio, Yuzukibara and other Coals.

S. MINAMI, Manager, Hongkong. [780]



## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA".....	5,000 Gross Tons.....	THURSDAY, 15th September, at Noon.
"DORIO".....	4,784 ".....	TUESDAY, 27th September, at Noon.
"MANOHURIA".....	11,276 ".....	SATURDAY, 8th October, at Daylight.
"KOREA".....	4,205 ".....	TUESDAY, 1st November, at Noon.
"GABLIO".....	13,639 ".....	THURSDAY, 10th November, at Noon.
"MONGOLIA".....	5,060 ".....	TUESDAY, 22nd November, at Noon.
"OHINA".....	4,354 ".....	SATURDAY, 3rd December, at Noon.
"COPTIO".....	5,300 ".....	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P.M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

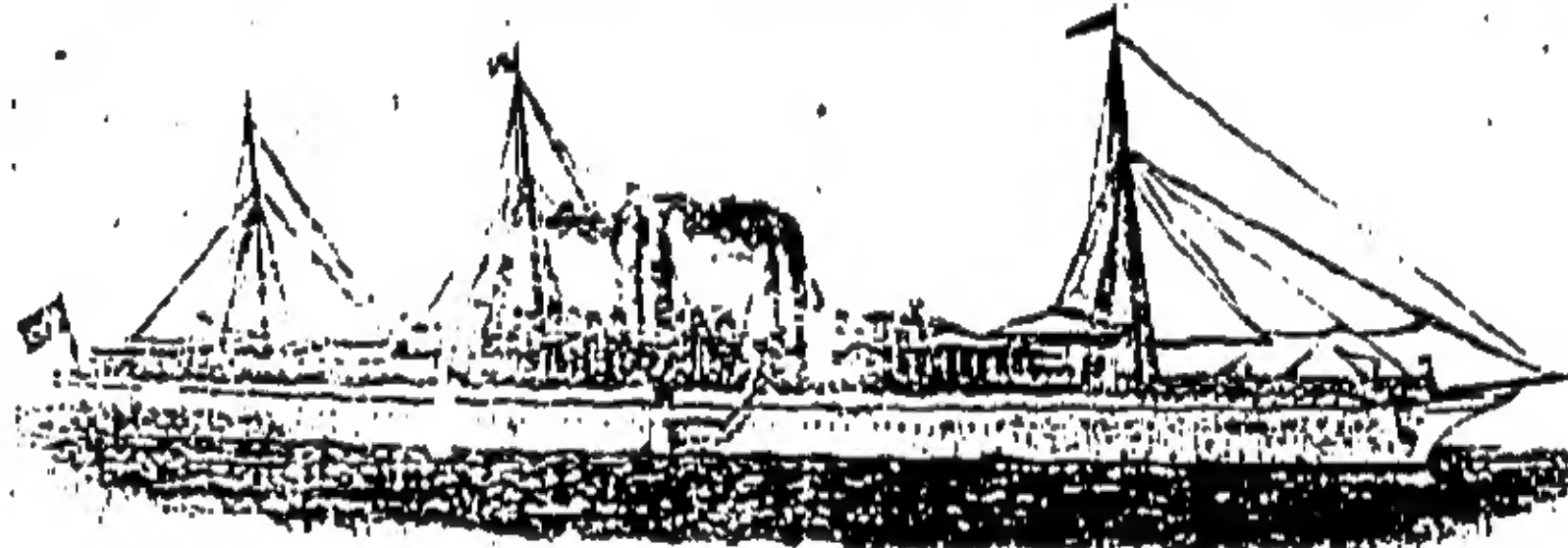
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.  
For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 9th September, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed to Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"..... 6,000 Tons..... WEDNESDAY, 21st September.

"ATHENIAN"..... 5,440 "..... WEDNESDAY, 12th October.

"EMPRESS OF CHINA"..... 6,000 "..... WEDNESDAY, 19th October.

"TARTAR"..... 5,445 "..... WEDNESDAY, 26th November.

"EMPRESS OF INDIA"..... 6,000 "..... WEDNESDAY, 16th November.

"EMPRESS OF JAPAN"..... 6,000 "..... WEDNESDAY, 14th December.

Hongkong to London, 1st Class..... £12 10s. 6d. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail..... £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 24th August, 1904.

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA.....	HAVRE, BREMEN and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. } Freight
SCANDIA.....	HAVRE and HAMBURG. (ex KONIGSBERG) (Calling at S'PORE, PENANG & COLOMBO).	3rd Oct. } Freight and Passengers
SUEVIA.....	HAVRE and HAMBURG. (von Döhrren) (Calling at S'PORE, PENANG & COLOMBO).	18th Oct. } Freight
BRISGAVIA.....	HAVRE and HAMBURG. (Schölke) (Calling at S'PORE, PENANG & COLOMBO).	1st Nov. } Freight
SLAVONIA.....	HAVRE and HAMBURG. (ex STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO).	15th Nov. } Freight and Passengers
SEGOVIA.....	HAVRE and HAMBURG. (Frick) (Calling at S'PORE, PENANG & COLOMBO).	29th Nov. } Freight

For further particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 12th September, 1904

## TSIN TING.

## LATEST METHODS OF DENTISTRY.

STUDIO: AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM

## OF DENTISTRY.

M. H. CHAUN, D.D.S.,

37, DES VOUX ROAD CENTRAL, HONGKONG,

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"..... 2,363 tons..... Captain R. D. Thomas.  
"POWAN"..... 2,338 "..... G. F. Morrison, R.N.R.  
"FATSHAN"..... 2,360 "..... W. A. Valentine.  
"HANKOW"..... 2,073 "..... B. Branch.  
"KINSHAN"..... 2,800 "..... J. J. Lossius.  
Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 8.30 P.M. (Sunday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).  
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN"..... 1,998 tons..... Captain H. D. Jones.  
Departures from Hongkong to Macao every Tuesday at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.  
Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN"..... 2,19 tons..... Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE HONGKONG CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM"..... 588 tons..... Captain J. Willox.  
"NANNING"..... 569 "..... C. Burchart.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.  
Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.  
Hongkong, 1st September, 1904.

JAVA-CHINA-JAPAN L.I.N.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIMA "I".....	JAPAN	Second half of September	JAVA PORTS.	Second half of September
TJILATJAP.....	JAVA PORTS	First half of October	JAPAN	First half of October
TJIPANAS.....	—	—	—	—

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN L.I.N.

Telephone No. 375,  
ALEXANDRA BUILDINGS, 3rd Floor,  
Hongkong, 12th September, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTOR,

AND GENERAL COMMISSION AGENTS.

16, DES VOUX ROAD CENTRAL,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJENS' GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 15th December, 1903.

(80)

LEVY HERMANOS

DIAMOND MERCHANTS, JEWEL

ERS AND WATCHMAKERS.

EASTMAN'S

KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"

guarantee given to every purchaser.

QUEEN'S ROAD,  
Wetmore's Buildings.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 5 doz. pints.

Special Prices for Quantities.

Sole Agents—

SIEMSEN & CO.

Hongkong, 10th January, 1903.

(78)

## MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN

ICE-HOUSE ROAD.

IS now in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1903.

(784)

## THE HONGKONG

STUDIO,

HIGHER CLASS PHOTOGRAPHER,

47 & 49, QUEEN'S ROAD CENTRAL,

TOP FLOOR.

PORTRAITS, GROUPS and ENLAP-

GING and COPYING in all Styles.

LARGE SELECTION OF VIEWS ALWAYS

ON HAND.

PRICE VERY MODERATE

Hongkong, 15th September, 1903.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft., bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft., bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 598; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 12th, 1903.

[595]

## Hotels.

## GO TO THE

## KOWLOON HOTEL,

KOWLOON. J. W. OSBORNE,

Proprietor and Manager.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shau-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-  
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffins and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,

Proprietor and Manager.

Hongkong, 15th August, 1904.

[881]

## HOTEL CRAIGIEBURN,

PIONNET'S GAP, the PEAR, near the TEAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[13]

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1903.

THE MANAGER.

[39]

KING EDWARD  
HOTEL.

A HIGH CLASS PRIVATE HOTEL.



## Auctions.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by PUBLIC AUCTION, ON WEDNESDAY AND THURSDAY, the 14th and 15th September, 1904, at 10 A.M. each day, at H. M. NAVAL YARD, SUNDRY NAVAL VICTUALING, OBSOLETE AND CONDEMNED STORES, Comprising:— BOATS, ENGINES AND BOILERS, BRASS, COPPER, IRON, PAPERSTUFF, CANVAS, FURNITURE, PROVISIONS, IMPLEMENTS, &c. Catalogues will be issued. TERMS OF SALE:—As customary. HUGHES & HOUGH, Government Auctioneers. Hongkong, 6th September, 1904. [1012]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND above Bowen Road in the Colony of Hongkong, for a term of 75 years, commencing from the 9th day of April, 1901, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1012	Near Bowen Road.	513 574 971 103 178 9000	340	8,978	

Hongkong, 10th September, 1904. [1022]

## GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 19th day of September, 1904, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at To-kwa Wan in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale	Locality	Boundary Measurements	Area in Square Feet	Annual Rent	Upset Price
1023	To-kwa Wan	250 317 400 100 000	804	21,000	

Hongkong, 10th September, 1904. [1023]

## Intimations.

## VICTORIA RECREATION CLUB, AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS will be continued on SATURDAY, the 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence at 4 P.M. sharp. Admission for Gentlemen, non-members, 50 cents. Soldiers and Sailors in uniform, half price. Tickets for Admission may be obtained at the Gate, or from the Undersigned, c/o Messrs. Gibb, Livingston & Co. The Secretary's Launch will leave Blake Pier on SATURDAY, the 17th, at 4 P.M. sharp, to convey Spectators and Competitors.

HAROLD C. AUSTEN, Hon. Secretary.

Hongkong, 7th September, 1904. [985]

## VICTORIA RECREATION CLUB, AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES OF HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, on SATURDAY, the 17th September, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports. By kind permission of Lieut.-Col. C. N. Watts and Officers, the Band of the 1st Bat. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN, Hon. Secretary.

Hongkong, 7th September, 1904. [986]

## THE HONGKONG &amp; KOWLOON WHARF AND GODOWN CO., LD.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Hongkong and Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of September, 1904, at 12.15 P.M., when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:—

- That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 New Shares of \$50 each.
- That such New Shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one New Share for every complete three shares held by them on 1st October, 1904.
- That the amount due for the New Shares shall be called up on 31st December, 1904.

Dated the 2nd September, 1904. By Order of the Board, EDWARD OSBORNE, Secretary.

## NOTICE CONVENING SECOND EXTRA-ORDINARY GENERAL MEETING OF THE COMPANY.

## THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN, that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Bank Premises, Queen's Road, Victoria, Hongkong, on SATURDAY, the 24th day of September, 1904, at 12 o'clock Noon, when the Resolution set out below, which was passed at the Extraordinary General Meeting of the Company held on the 3rd day of September, 1904, will be submitted for confirmation as a Special Resolution.

## RESOLUTION.

"That the Capital of the Company be reduced from £1,000,000, divided into 750,000 Shares of £1 each (Founders' Shares), and 99,999 Shares of £10 each (Ordinary Shares) to £600,000, divided into 600,000 Shares of £1 each; and that such reduction be effected by writing off the whole amount paid for the £10 Shares and cancelling those Shares; and by writing off £3 per Share, part of the sum of £3 per Share which has been paid or credited as paid on the 49,453 Shares of £10 each which have been issued, and by reducing each of the 99,999 Shares of £10 each to a Share of £7."

By Order, GEO. W. F. PLAYFAIR, Chief Manager. Hongkong, 7th September, 1904. [1914]

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH. PURSUANT to Resolution the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent, or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexander Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS &amp; SON, General Managers.

Hongkong, 22nd June, 1904. [714]

## HUMAN SACRIFICE IN RUSSIA.

A curious case of human sacrifice for religious purposes has come to light at Bayander, near Tiflis (says a Russian paper), in the Caucasus. A villager named Aslamazoff, who is accused of having murdered his son, some time ago told his friends at church that he had just killed his son as a sacrifice to God. According to his explanation, two years previous, when he was lying ill, St. Nicolas and St. John appeared to him and brought him to Jesus Christ. Who said to him that he would recover if he promised to sacrifice to God his son, who would be born to him. Aslamazoff promised to do so, and actually recovered. When his wife bore him a son some months ago he cut the infant's throat on Easter Eve on the church terrace. At present he is being detained in the asylum.

## POWER OF THE "EVIL EYE."

## STRANGE STORIES AT A FRENCH MURDER TRIAL.

Paris, 29th July. The superstitious belief in witchcraft and sorcery is still far more prevalent in rural France than would be generally thought. A bricklayer, named Merot, living in the village of Saint George-sur-Moulons, was so firmly convinced that a neighbour had the "evil eye" and had cast a spell over him that one day in April last, goaded into a state of terror, he could bear it no longer, and beat the presumed sorcerer to death. Merot was put on trial for murder to-day. The accused told the Court that what exasperated him most was the nerve-shattering influence the deceased possessed. The dead man was constantly predicting misfortunes that invariably befell him as foretold. Several times, the prisoner declared the parish priest had tried to exorcise the evil spirit from his neighbour, but without avail. One day, when Merot met his victim, the latter said, "Hullo, not dead yet? You have only one more week to live." Flesh and blood, declared the accused, could stand these predictions no longer, and he there and then, it is said, dispatched his neighbour. To show his belief in the reputed sorcerer's power was not due to mere imagination. Merot related a number of instances which he declared afforded proof of the dead man's uncanny gifts. Thus, one night, whilst in bed, Merot said, he was about to exorcise on the floor, when the voice of the evil genius, who could not see, was heard from without to say, "Spit on the right of the bed." "How, then," asked the accused, "could he have known I was about to spit?" On several occasions, asserted the prisoner, the sorcerer had given him stomach aches, and twice he had brought on partial paralysis. He afterwards came and revelled in his (Merot's) sufferings. Several villagers of Saint George-sur-Moulons were called as witnesses, and, in response to the judge's question as to their opinion of the deceased, declared that while they had not "absolute" belief in the dead man's power of evil, they were none too sure that he had not the evil eye. The jury were so greatly impressed by the evident sincerity of both the prisoner and his peasant witnesses, that they eventually brought in a verdict of acquittal.

## A Dearth of Doctors.

There is a dearth of doctors in the land (says the London Daily News, and it is said Germany contemplates meeting our need by sending some of its medical men to this country. "For the last ten years," said a prominent official in the medical world, the number of medical students has been steadily diminishing in this country. Despite the increase in population, there are fewer doctors to-day than there were ten years ago. "Are there not enough doctors for ordinary needs?" "I would rather express it by saying that at the present time the medical profession is under-supplied. Consider the figures for a moment as to the number of medical students. In 1891 there were 1308 registered students in England alone. In 1900 there were only 779. For the same period the numbers for the three countries were 2405 in 1891 and 1538 in 1900. There has been a steady diminution since."

"What is the explanation?" "One reason is because it is now more expensive to get qualified than it used to be. Some eleven years ago the length of the curriculum was extended. Many parents who would have allowed their sons to go into the profession on a three years' curriculum, for an expenditure, say of £1,000, now hesitate when something like five years of study are needed, with a necessarily increased expenditure, before the son can earn his own living. "Do you advise more young men to take to the medical profession now?" "Certainly. It is one of few professions wherein a man can now earn his keep the day he passes. He can step into a hospital appointment in the country, if he likes that kind of work, almost immediately. We are always receiving applications for qualified men. It is so difficult nowadays for a practitioner to find a *locum tenens*. A few years ago there was never any difficulty in getting one at three guineas a week. Now a doctor is often thankful enough if he can get a *locum tenens* at four or five guineas a week. I say, to those who can afford it, the medical profession is certainly the one to enter."

## UNSKILLED WORKERS ORGANISED.

## NATIONAL LABOURERS' SECRETARY SPEAKS.

A representative of the South Wales Amalgamated Labourers' Union, Mr. Frederick H. Rogers, District Secretary of the National Amalgamated Labourers' Union, has been in Hongkong, and has been talking to the Trade Societies, which have accomplished what used to be regarded as an impossible

task—that of organising unskilled labour—by their leaders men of character and ability not always found in a class which regarded itself as far above them socially. Upon these officials falls the difficult task of treating with Employers of Labour, arranging disputes, settling Strikes whenever fact and clever negotiation can avert them, organising success when a Strike is inevitable. All this is responsible, trying work, and it tells on the men who do it. Mr. Rogers' thoughtful, intelligent face marks him as a leader worthy of the great con-

## F. H. Rogers.

District Secretary, NATIONAL AMALGAMATED LABOURERS' UNION.

fidence he enjoys. He is a man whom the Workers trust, and whom reasonable Employers are glad to meet. He is accustomed to weigh his words, and any statement to which he commits himself commands respect and confidence from thousands of men and women who know him.

Mr. Rogers, who was seen in his home at 36, Pyke Street, Barry Dock, gave some interesting recollections, and we reproduce his own well-chosen and intelligent words. "It was," said Mr. Rogers, "about nine years ago, when I was working as a labourer at the Barry Dock and living in Cardiff, that I was attacked with severe rheumatism in the feet through getting damp whilst at work. I was quite crippled and totally incapacitated from work for a period of four months. I was under the treatment of my club doctor throughout, and also consulted another physician. I also tried all sorts of remedies, but with no success, and a mate of mine who worked with me at the Barry Dock told me of Dr. Williams' pink pills for pale people, and I gave them a trial. Long before I had finished taking the pills I found myself rapidly recovering. I took no other medicines after I once commenced with them, and I absolutely attribute my cure to them. I always recommend Dr. Williams' pink pills, and to-day I am in splendid health. Mr. Rogers, when interviewed, certainly looked in the pink of condition. What lends interest and importance to his experience of Dr. Williams' pink pills is the fact that, although it is now nine years ago since his cure, he has never experienced a recurrence of the illness. The cure was a complete and permanent one, and Mr. Rogers was glad to make it known through the Press. His work as District Secretary of the National Amalgamated Labourers' Union shows that he has risen to a very responsible position, having the interests of close on 1,000 members in his charge.

HOW TO CURE RHEUMATISM.—Rheumatism is a Disease caused by an acid in the blood. Damp or cold alone cannot cause Rheumatism if the blood is healthy; but if this acid exists in the system it will fly to a weak spot—either a joint or a muscle that has been exposed to chill—and cause horrible pain. Embrocations and other outward applications may relieve the pain, but the disease can only be prevented from returning by enriching the blood. Good blood and good blood alone can cast out the poisonous acid. DR. WILLIAMS' PINK PILLS FOR PALE PEOPLE make good blood. That is how they cure Rheumatism and other Diseases: that is how they have cured Anemia (which is weakness arising from having too little blood), Consumption, Fits, Paralysis, and the frequent ailments which women endure in brave silence. The genuine pills bear Dr. Williams' name; substitutes don't bear Dr. Williams' name. Genuine pills cure. Substitutes don't cure. That's the difference. Dr. Williams' Medicine Company, Holborn-viaduct, London, will send a bottle post free 2s. 9d. (six for 13s. 9d.), but the pills can be had at all medicine shops if you take care to ask for, and to see in red on the pink package the full name, Dr. Williams' Pink Pills for Pale People. [52]

## COMMERCIAL.

## TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/11 1/16
Do. demand	1/12
Do. 4 months' sight	1/10 1/16
France—Bank T.T.	2/37 1/2
America—Bank T.T.	44
Germany—Bank T.T.	1/84 1/2
India T.T.	1/35 1/2
Do. demand	1/35 1/2
Shanghai—Bank T.T.	7 1/2
Japan—Bank T.T.	80 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	109
Buying.	
4 months' sight L/C	1/10 1/16
6 months' sight L/C	1/10 1/16
30 days' sight San Francisco & New York	44 1/2
4 months' sight do.	45 1/2
30 days' sight Sydney and Melbourne	1/10 1/16
4 months' sight France	2/37 1/2
6 months' sight do.	2/35
4 months' sight Germany	1/84 1/2
Bar Silver	25 1/2
Bank of England rate	1/2

## OPIMUM QUOTATIONS.

To-day's quotations are as follows:—	
Malwa New	1080/1,100
Old	1,130/1,180
Older	1,200/1,280
Oldest	1,300/1,340
Patna New	1,150
Benares New	1,115
Perian (Paper)	850/940

## Intimations.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IT having been represented to the management that the Morning Service of Cars is insufficient to provide for the increased number of Servants going to and returning from Market, the Company will shortly run TWO EXTRA CARS between 6.30 A.M. and 7.30 A.M. and Servants' Tickets will be available for any part of these Cars except the Saloon. Householders at the PEAK are invited to state what they consider the most convenient times to run the proposed Extra Cars and to make any suggestions in connection with same that they may think fit.

JOHN D. HUMPHREYS &amp; SON, General Managers. Hongkong, 8th September, 1904. [1019]

## TO STAMP COLLECTORS.

50 (FIFTY) SETS ICHANG LOCAL POST STAMPS, cancelled date of First Issue. Open to any reasonable offer for any quantity.

Apply— "COLLECTOR," C/o Hongkong Telegraph Hongkong, 7th September, 1904. [1017]

## NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK CARGO AND ISSUE BILLS OF LADING to SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S. S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S. S. CO. and CHINA MUTUAL S. S. CO. For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 20th May, 1904. [643]

## EXCURSION TO MACAO.

THE Splendid Steamer "YING KING," Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M. The Steamer will lay alongside the S.S. Perseverance's wharf at Macao.

FARE: 1st Class Single Ticket \$2.00, with Cabin \$3.00. Return " \$3.00. " \$5.00. Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON &amp; CO., LD. S. A. NORONHA, Macao Agent. Hongkong, 2nd September, 1904. [998]

## IMPORTANT NOTICE.

## FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

## CO-OPERATION

OF THE MAKERS OF THE

## "APOLLO MASTER PLAYERS"

IN LOWERING THEIR PRICES, AND WE NOW OFFER THEM FROM \$385.

## NEW

## CONSIGNMENT JUST ARRIVED

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO PLAYER FOR \$825. CASH OR

## CREDIT TERMS.

These Players have been tested in Hongkong for 6 years (at Peak included) without a Single Failure, which can be said of no other Player.

THE ROBINSON PIANO Co., Ltd. Hongkong, 12th September, 1904. [59]

## Intimations.

## CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

## WANTED.

A DOCTOR for the S.S. "CLAVERING," running between HONGKONG and Mexico. Apply to—

J. S. VAN BUREN, Superintendent. Hongkong, 6th September, 1904. [1010]

## GREEN ISLAND CEMENT COMPANY, LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 250 lbs. net \$5.20 per Bag ex Factory.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 2nd September, 1904. [783]

## FURNITURE WAREHOUSE.

LI KWONG LOONG, 李廣隆, CABINET-MAKER AND ART DECORATOR, from Shanghai, has opened a FURNITURE STORE at No. 1, WYNDHAM STREET. The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required. Has been patronised by the Hongkong Club, Hongkong Hotel, Messrs. A. S. Watson & Co., Ltd., Joint Telegraphs Co., and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd. ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED. Hongkong, 2nd September, 1904. [993]

SAVARESS'S SANDAL CAPSULES. Effacious because absolutely pure. English Oil. Not made of India. Full directions. All Chemists. Insist on SAVARESS'S.

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Bottled by La Compania Vinicola del Norte de España, Bilbao.

Rioja Claret, Per Case, 1 doz. qts. \$12.00

## JAPANESE BEER, "KABUTO" BRAND.

## HIRANO WATER, "PEACOCK" BRAND.

Hongkong, 22nd August, 1904. [799]

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Satinette. DOUBLY DISTILLED AND OF MATURED AGE. TO BE OBTAINED FROM— THE MUTUAL STORES, 105 Vaux Road. Hongkong, 11th May, 1904. [608]

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REPORT OF AN EXPERT. The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED Water Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

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## Intimations.



A. S. WATSON &amp; CO., LIMITED.

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Telegram Address: Telephone—No. 358.

"MARINEWORK" Hongkong, 3rd May, 1904.

## LOCAL AND GENERAL.

NOTICE.—Communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Unlabeled business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 12, 1904.

## CONJECTURAL TACTICS.

There cannot be much doubt that when Japan opened the campaign she set herself the task of driving the Russians out of Korea and Manchuria, and with this end in view she has been carrying out her plans with a brilliancy of forethought and action totally unconceived by Western nations. But now that the winter is fast approaching, when advance over the snow-clad mountains, and passes will be practically impossible, the question must arise as regards the limits which she has put for herself, not only to end the autumn campaign, but to a successful prosecution of the war. Some weeks back, Reuter's agency learned that the former would be achieved by the fall of Port Arthur and the driving out of General Kurapatkin from Liaoyang. The Russians have since been disastrously routed at Liaoyang, and are now experiencing a series of defeats followed by constant retreats on Mukden. Indeed, a Chinese report has it that General Kurapatkin, having lost Liaoyang and seeing Mukden is not a fit place to defend, is now at Tiching where he keeps a large number of his forces. Here, it is said he has commandeered the native residences, extending over an area of seven Chinese li in circumference, and Chinese workmen are now busily engaged in building forts and entrenchments. Therefore, it is apparent that, in the course of the next few weeks, we shall learn of the fall of Mukden, which so far as the land fighting is concerned, brings it to a close for the present. Of course, the Japanese have had their plans of the campaign carefully laid out for a long time past, and it must be certain that they have drawn a line somewhere beyond which they have resolved not to go, and at which their military progress will be stopped. The question that will be uppermost when operations are resumed, is what is the line. That they cannot propose to go on pursuing indefinitely an ever retreating army and getting further and further away from their base is indisputable. And in this connection it will not be devoid of interest to learn the view of a Japanese official of position on the matter, who, although he does not profess to know the plans of the General Staff, undoubtedly reflects the opinions of the higher class of officials. According to him, assuming the continued success of the Japanese arms, Port Arthur will fall and Mukden be occupied by the Japanese army, and the remnants of the Russian forces will continue the retreat to Harbin. This, as some seem to think, will see the close of the first stage of the campaign, and the Japanese will then launch a fresh army against Vladivostok where tactics similar to those being adopted at Port Arthur—attack by sea and land—will be repeated. From Vladivostok, by the railway, the official thinks they will advance on Harbin, which will thus be attacked from the west as well as from the south, and when that place has fallen their task will be complete. Thus, the Japanese will have Manchuria, Korea, and Vladivostok in their hands, and will then be able to fortify themselves while the sea is free and open behind them, there to await in security either the attacks of a fresh Russian army or peace. We see then, according to this authority, that Vladivostok and Harbin are their termini, and the Siberian Railway between the two the limit of their advance! It is well known that Japan desires to get rid, once and for all, of the Russian menace in the Pacific, and wants the Amur to be their boundary in Asia. Should they not retain Vladivostok it is certain the Russians will not be permitted to keep it as a fortified place; and more than likely it will remain as at present the commercial outlet for Eastern Siberia. Future developments will indicate the precise plan of campaign to be followed by Japan after Mukden has been captured and Port Arthur fallen to their hands.

## LOCAL AND GENERAL.

The French mail of the 10th August was delivered in London on the 9th inst.

H. R. H. Prince Carl Hohenzollern is on board of the German mail steamer *Sachsen*, due here on Thursday next, at 6 a.m.

SOME Chinese were killed and others wounded in the native city of Liaoyang, and Department Magistrate Shen of Liaoyang is missing.

It is officially communicated to the Japanese Government that it has been decided to effect the disarmament of the Russian cruiser *Diana*, now at Saigon.

We are informed from the office of the Colonial Secretary that the meeting of the Legislative Council has been postponed from Tuesday to Thursday at the same hour.

The case against Sam Newman, in the consular court at Tientsin, has been settled. Newman was arrested recently in Chefoo on telegraphic advice of the United States Consul at Tientsin, and remained there in custody of a United States Marshal for trial, on a charge of fraud.

A PEKING telegram dated the 6th September says that the Lieping-chu or Council for Amoy Reform has memorialised the Throne that all the officers and men in the military services in all the provinces should cut off their queues and wear foreign uniforms similar to the Japanese army.—*Eastern Times*.

The following is the return of visitors to the City Hall Library and Museum for the week ending 11th September, 1904:—

	Library	Museum
Non-Chinese.....	230	79
Chinese.....	71	1,915
Total.....	291	1,994

SATURDAY and Sunday night were prolific in drunk and disorderly conduct cases, and this morning the Magistracy was crowded with a heterogeneous mass of humanity to answer to those charges. Fines, ranging from \$1 to \$10, were imposed by their Worship, while several beach-combers and vagrants were sent to the House of Detention.

A GERMAN member of the community was fined \$15, by Mr. Kemp this morning, for assaulting a *lukong* outside the Hongkong Hotel on Saturday night. It was stated for the defence that the *lukong* refused to call a chair for the defendant, so he took the *lukong's* hat to look at the number. If that constituted an assault then he pleaded guilty to the charge.

SIX house-boys were this morning fined by Mr. Kemp \$4 each for being part of an assembly of noisy men who were creating a great disturbance outside the Central Police Station, on Saturday afternoon. It was proved that they were shouting and dancing about and making a great noise, and their only explanation was that "they did it, because others were doing it."

A RICKSHA coolie was this morning fined \$10 for refusing to take Mr. A. Samad, clerk and interpreter at the Magistracy, to West Point, on Saturday afternoon, he being at the time unemployed and sitting in his vehicle. The defence was that the man was hungry and the distance was too great. It was proved, however, that though he had money to pay for it, he was not taking any food.

MR. John Hirsbrunner has purchased from the Taku Tug and Lighter Co., the vacant lot of land to the north of the Astor House Hotel on the Victoria Road. We understand the price paid was something like £15,000 per mow, the highest figure, we believe, paid for land in Tientsin. We hope to see this enterprising firm shortly commence building business premises on this valuable site.—*P. & T. Times*.

As a result of the case reported in these columns, on Saturday last, wherein a woman charged a man with purse-snatching on board a steamer bound for Canton, and just about to sail, it was proved that she had brought a false and malicious charge, and she was, in turn, prosecuted to-day and ordered to pay a fine of \$10 to compensate the man for the detention and loss of time he had been subjected to in being prevented from proceeding to Canton on his business. The fine and compensation were paid.

THE Tokio correspondent of the *Daily Chronicle* states that the Japanese feel confident that they are able to take Port Arthur at any moment, but purposely delay making the final assault. The contention is that if Port Arthur fell now the Russians at Liaoyang, Mukden, and other stations in that part of Manchuria, would promptly retire upon Harbin. That would seriously disconcert the Japanese plan, as they wish to strike both places—Port Arthur and Liaoyang—simultaneously, and to settle the war one way or the other, for this year at least.—We have since heard otherwise.

On Wednesday last a *foht* employed in the shop of a general dealer, at 131 Wellington Street, had a quarrel with his master, over the ever vexed question of an increase of pay. The application of the *foht* was refused under the usual plea of "hard times," and in revenge the man put some chairs in the upper verandah, and set fire to them, with the intention, as it was alleged, of burning the house down. The "fire," however, was discovered before more than a trifling damage was done and promptly extinguished. The *foht*, who tried to make a bolt of it, was arrested and placed before Mr. Kemp this morning, when the case was remanded for evidence on both sides.

THE *S.S. Empress of Japan* goes into the Hongkong and Whampoa Company's dock to-morrow, for her periodical overhaul, inspection, and painting.

THREE cases of plague have come to the notice of the authorities since Saturday at noon. During the week ended 10th inst. there were three fatal cases.

THE *S.S. Arrivon Apar* is now in the Commercial dock, having her rudder and stern-post repaired, which she damaged in the River Hooghly on her last voyage from Calcutta, by coming in contact with the moorings of a buoy.

ON Saturday morning two coolies were charged by Constable Price for smoking in the Court. They were released on bail of \$1 each to appear to-morrow. One did, and he was discharged with a caution; the other did not, and his bail was exonerated.

A TELEGRAM was received in town to-day, by Messrs. Jardine, Matheson and Co., that Capt. James Young, commanding the *S.S. Suising*, of the Indo-China Steam Navigation Company, had to be put on shore at Singapore on account of illness, his place being taken by Mr. Liddell, chief officer. The *Suising* left here ten days ago on her return voyage to Calcutta.

INTERESTING figures regarding the imports and deliveries of sugar into London from the commencement of the year to the 30th July, with stock at latter date, are as follows:—

	1904	1903	1902	1901
Stock.....	55,150	110,680	175,930	148,430
Cane, Jaggery, per cwt.....	71	71	66	66
Beet, 88 per cent., f.o.b.....	190 1/2	184 1/2	160 1/2	160 1/2
Java, afloat.....	71 1/2	70 1/2	80	81 1/2

A EUROPEAN mechanic imbibed too freely, yesterday evening, and was too drunk to recognise the locality to which the ricksha coolie had taken him. Believing that he had been going in the wrong direction he stopped the ricksha and jumped on the shafts breaking them short off under the foot-board. Interrogated by Mr. Kemp this morning he admitted he was too drunk to know anything about it. He was fined \$3, of which \$5 was to go as compensation to the ricksha owner.

A STRANGE story of murder of a young man by a Chinese girl last week, has for some days past been current among the Chinese community. Police investigation develops the fact that the girl in question accused a young Chinaman of having stolen all her rings and run away with them. As the young man had disappeared, the friends of the man spread the report that the girl had murdered him. The general opinion is, however, that the man has skipped either to Canton or Macao, and when he has exhausted his ill-gotten gains at the gaming table, he will come up smiling, and will probably have to answer to the charge of theft.

ARRIVALS from Port Arthur late last month state that no great amount of damage is visible in Port Arthur which can be ascribed to Japanese shells falling in the city, as most of the missiles have landed where buildings are not numerous. The large stores of Kunst & Albers have suffered somewhat, three large shells having struck the buildings occupied by that firm. The mess house of the same firm also received a shaking up recently from a shell which landed on its roof. Clark & Co's godowns were hit, as reported by previous arrivals from Port Arthur, and much of the merchandise stored in them damaged.—*Chiao Daily News*.

THE men-of-war in Port Arthur harbour are making themselves useful by sending a few shots over into the enemy's lines. On August 29th the *Dayan*, *Peresviet*, *Retvisan*, and *Paldade* went out of the harbour, and at a distance of a little over a mile from the forts, and under their protection, proceeded to shell the Japanese positions. This work was kept up from 6 o'clock in the morning until noon. The ships returned to port in the afternoon. The Japanese fleet was sighted on the horizon, on this occasion, just before noon, but no firing was indulged in by either side, says the *Chiao Daily News*. While the Russians were outside the *Peresviet* was struck by a shell from the Japanese batteries, killing fifteen men.

SEVERAL famous correspondents arrived in town yesterday, reports the *Chiao Daily News*, of 3rd inst. They were George Lynch, Melton Prior, John Fox, Jr., and Richard Harding Davis. They are all on their way home with the exception of Mr. Lynch, who is bound for Dalny. All of these gentlemen have been with the Japanese army, but they have seen very little fighting, not due to their own inclinations or efforts, either. Mr. Prior states that the correspondents have been tied hand and foot and gagged, mightily near literally, too, and the operations of the troops kept as far from their knowledge as possible. According to his statement, the campaign has been a most unsatisfactory one, from the newspaperman's point of view.

A long standing feud was settled in a fisty way, yesterday, between two persons prominent among the employees of two local houses. The spot selected was secluded even from the eyes of a vigilant few who knew how the difference had to be determined, and the preliminaries were arranged "without regard to the Marquis of Queensbury." The contest was conducted on lines familiar to our forefathers and the result, apparently, satisfied the disputants that each was entitled to some respect, if only in an athletic sense. A thoroughness, rarely associated with professionalism, characterised the proceedings, says our informer, and the partisans and spectators were regaled with an exhibition less artistic than evenly matched. The lighter weight, after something resembling eight rounds, impressed on his opponent that other ways of settling a dispute are as satisfactory as convincing.

Which is proceeding day and night in the naval yard at Port Arthur to effect repairs of such damage as was sustained by the ships on August 10th. The *Scorviol* is reported to be but slightly damaged. The ship and two torpedo-boats are under repair in the West Basin. All the other vessels are in working order and taking part in the fighting, that is now going on without cessation.—*Chiao Daily News*.

OME particulars of the food consumed on a round voyage by one of the famous White Star liners have been published by a Liverpool paper. The list of the chief articles given is as follows:—Beef (fresh), 36,000lb; beef (corned), 1,500lb; mutton, 9,000lb; lamb, 1,000lb; veal, 1,000lb; pork, 6,000lb; fresh fish, 2,500lb; pickled fish, etc., to barrels; eggs, 1,500 dozen; chickens, 500 couples; fowls, 300 couples; ducks, 200 couples; geese, 5 dozen; grouse, 1 brace; turkeys, 120; apples, 40 barrels; oranges, 400 boxes; each of 400; potatoes, 33 tons; carrots and turnips, 24 tons; cabbages, 800; onions, 1 ton; cheese, 1 ton; milk, 750 gallons; bread, etc., 40 tons. How much wine, spirits, ale, and stout is drunk on board, we would rather not say. But to carry all the eatables and drinkables consumed, and the men who cook and serve the food, would require a vessel so large that not many years back it would have been thought quite a big ocean liner. The ship referred to is from "Liverpool across the Atlantic" and back again.

A VERY curious sight met the eyes of those whose business called them to the magistracy this morning, when Mr. E. D. C. Wolfe took his seat. Two Europeans, stripped to their waists, were placed before His Worship to answer charges of being drunk and disorderly, and fighting. On the naked breast of one of them was tattooed a large Cross, with the figure of the Saviour, and with the two Marys standing, one on either side thereof. It was a strange and incongruous sight for such a place, and at such a time. The owner of a matched in Des Voeux Road was put in the witness box, and stated that the defendants came into his matched yesterday afternoon, and commenced to fight, when he told them to go away. They did not seem to understand him, so he called Chinese constable No. 303, who ordered the men to leave the shed. They refused to do so, and continued fighting, so the constable arrested the men. He of the Cross, kicked the constable, and was further charged, with assaulting the police in the performance of their duties, the other man going quietly to the station. Placed before Mr. Wolfe this morning they both admitted the charges against them. The first defendant, with the tattooed breasts, had nothing to say in his defence, and was fined \$2 or one week on the first charge, and \$8 or 3 weeks on the charge of assaulting the constable, in all \$10, or one month. The second defendant stated that he had his ticket for Singapore by a steamer leaving to-morrow. He was so elated at getting out of the Colony that he had taken a glass too much, and it had made him drunk. Inspector Gourlay testified that the ticket for Singapore was all in order, and His Worship said, that being so, he would bind the man over to come up for judgment whenever called upon to do so, should he ever be found in this Colony again. The first defendant, it appeared, had been six weeks in the House of Detention, and though he had no money when he entered, he managed to get plenty of drink every day, when out for the ostensible purpose of looking for work.

## DOUGLAS STEAMERS CHARTERED.

S.S. "HAILONG."

For that the *S.S. Hailong* has been chartered by Sir Paul Chater, to take the expedition down to inspect the condition of the *S.S. Agincourt* and *Baron Gordon*, with a view to their salvage. It is expected that the expedition will start for the scene of the wrecks almost immediately.

S.S. "HAICHING."

The Douglas steamer *Haiching*, which has for sometime been running on the China Coast line, has been chartered, on a time charter to a private Japanese firm, and will leave shortly for Moji with a general cargo of merchandise.

## S. C. FARNHAM, BOYD &amp; CO., LTD.

A rumour was going the round of stock and shipping circles on Saturday to the effect that a syndicate had been formed in London for the purpose of purchasing the docks in Shanghai. It was, however, believed that the rumour was in connection with a report, which has been going round that Mr. J. R. Twentymann, the well-known manager of Shanghai, had approached a London Company for a loan, on the security of the docks, with a view to their enlargement and general improvement.

It is also understood that negotiations were in progress for the sale of the Old Dock property to Japanese, and the purchase price is variously reported to be three-quarter to one and a quarter million taels.

## THE WEATHER.

The following report is from Mr. J. L. Plummer, Chief Assistant of the Hongkong Observatory:—On the 11th at 6.50 p.m. orders were issued to take down the red S. Cone. On the 11th at 11.55 a.m. The barometer has risen throughout China and the N. Japan, and fallen slightly in S. Japan and the Southern Philippines. Gradients are slight on the China Coast, and light N.E. winds may be expected in the Formosa Channel, and decreasing S.E. winds in the northern part of the China Sea. Forecast—Moderate E. winds, overcast, showery.

## TELEGRAMS.

## THE WAR.

## THE FIGHTING AT LIAOYANG.

## JAPANESE CASUALTIES.

Mr. M. Noma, Consul for Japan, has kindly forwarded to us the following telegrams:—Tokio, 11th Sept., 5.25 p.m.

Our total casualties at Liaoyang battle, since the 26th August, were estimated at 17,539, whereof on the night were 4,866, on one centre were 4,992 and on the left were 7,681.

Officers killed were 136 and wounded were 40.

## THE RUSSIAN RETREAT.

Tokio, 10th Sept., 10.15 p.m.

Marshal Oyama reports that the right army occupied Yental colliery and Yumentze hill after fighting on the 4th and 5th inst. The enemy's main force is believed to have retired north of the Sun River.

The natives say that the enemy sent by train over 10,000 killed and wounded.

We buried over 3,000 Russian corpses.

The enemy burned, before the evacuation, magazines near the station, but we captured immense quantities of provisions and ammunitions.

## SHOAL PATCH NEAR AMOY HARBOUR.

The Acting Deputy Coast Inspector, Shanghai, gives notice that the Commanding Officer (Commander C. E. Monro, R.N.) of H.B.M.S. *Rambler* reports the existence of a shoal patch in the approach to Amoy Harbour, with Chapel Island bearing S. 8° E. distant 6.1 miles, and Chin-ha Point (S.E. point) bearing N. 87° W. distant 4.6 miles. The least water at present obtained is 34 fathoms at low water of spring tides. A further examination will be made. Also, a shoal of small extent, with Quemoy Pagoda bearing N. 17° E. distant 6 1/2 miles, and Taitan Lighthouse bearing N. 47° W. with 44 fathoms at low water of spring tides. All bearings given are magnetic.

## SALVAGE.

If the sales of salvage stock from all wrecks were to bring as much at auction as a portion of the R.M.S. *Australias* has done, then it would almost appear a profitable business, than otherwise; to now and again put a ship ashore. But the bulk of the cargo should, of course, be carefully selected beforehand, with a view to local requirements. For instance, in Melbourne, says a local paper, hats, umbrellas, gloves, and dress materials, would seem to have been in particular request, and to have brought much higher prices than in the usual way of trade. One case of dress material, we are told, the cost price of which was £68 brought £140; a case of hats which cost £132 10s; and a case of umbrellas which were stocked down for £46 10s, a sum much above their cost value in each instance. So far, so good; and if the whole of the salvage could have been disposed of to equal advantage, there might have been compensations that would have gone financially some distance towards making up for the main loss. But, on the other hand, the gain on special lines must be always more than equalised by the loss on others. Thus, in the present case, we find that at the second salvage sale three Humber motor cars, apparently in perfect condition, were sold for £130, £120, and £195 respectively, although the invoice price of the last one was £255. On the whole, perhaps, it is just as well to keep the ship intact as long as possible, and allow the consignees to distribute the cargo by legitimate methods.

## SHIPPING AND MAILS.

## MAILS DUE.

French (*Australien*) 15th inst.  
German (*Guelienau*) 15th inst.  
American (*Doric*) 15th inst.  
German (*Sachsen*) 15th inst.  
Indian (*Lotsung*) 20th inst.  
Canadian (*Albatross*) 20th inst.  
American (*Copile*) 7th prox.

The Silk ex C.P.R. Co's *S.S. Tatar* arrived at New York on 10th inst.

The P. & O. S. N. Co's *S.S. Tientsin* left Singapore for this port on 7th inst., at 5 p.m.

The P. & O. S. N. Co's *S.S. Mantle* left Singapore for this port on 10th inst., at 6.20 p.m.

The C.P.R. Co's *S.S. Empress of China* left Vancouver for this port via usual route of call on 5th inst.

The P. & O. S. N. Co's *S.S. Victoria* left Portland on 31st ult., via Japan ports, and may be expected here on 3rd prox.

The Imperial German Mail *S.S. Guelienau* left Shanghai via Poonchow on Friday at midnight, and may be expected here on Tuesday afternoon.

The Imperial German Mail *S.S. Guelienau* left Shanghai via Poonchow on Friday at midnight, and may be expected here on Tuesday afternoon.



## TELEGRAMS.

(Reuter's.)

## The Russian Baltic Fleet.

LONDON, 9th September.

Reuter's correspondent at Kronstadt wires, that the fleet yesterday inspected each ship of the Baltic fleet, which is expected to sail on Saturday.

## The War.

MINES FOR THE "NOVIK."

A St. Petersburg official statement says that the Japanese paid a visit to Korsakov on the 6th instant, and placed mines for the "Novik," the Russian fire, however, prevented the Japanese from exploding them.

## THE RUSSIAN RETREAT.

Reuter's correspondent at Mukden wires that the retreat has been successfully accomplished; the Japanese have failed to utilize the serious plight of the Russians, being probably fagged out. The accumulation of wounded between Liaoyang and Mukden taxed the Red Cross to the utmost. The Russian Commissariat, formerly deplorable, worked magnificently. The millet to which the Russians are not accustomed proved an inestimable ally to the Japanese who owe thereto some of the principal Russian reverses.

## LARGE PURCHASES OF CARDIFF COAL.

BY RUSSIA.

In the last three or four months between 400,000 and 500,000 tons of coal have been purchased in Cardiff by the Russian Government; a large quantity is now on the way to Manila to which port it is consigned. It is stated that 110 shillings per ton has been paid for coal for Vladivostok.

## THE RUSSIAN SEIZURES.

Russia has agreed to pay an indemnity to the owners of the *Eltrichdale*.

LATER.

## The Strike at Marseilles.

Notwithstanding the decision to abandon the strike at Marseilles, a hitch has occurred and the negotiations continue.

## The Tibet Expedition.

10th September.

Reuter's correspondent at Lhasa wires that a treaty was signed on the 7th instant.

## The New Russian Minister of the Interior.

Prince Sviatopolk Mirski has a reputation for humanity and enlightenment. His appointment is considered a defeat of the Reactionaries.

## SERIOUS STABBING AFFRAY.

It will be remembered by our readers that on the 30th ult., a lamp-trimmer in the employ of Messrs. Kruse & Co., of Queen's Road Central, was arrested by Inspector Withers, on the charge of having stabbed a fellow-workman in the same employ in the employers' godown. The case was remanded, and was found necessary to send the injured man to hospital. This morning it was learned, where the complainant testified that on the 30th ult., he was attending to his work with the lamps in the company's godown, when the defendant came in and began upsetting things. Complainant remonstrated and took away a lamp from the defendant. The latter then seized a carving knife and stabbed him in the groin. He was taken to hospital by the police inspector's orders, and was still detained there under treatment. He was not yet well, and showed the Court the wound, which he had received, which was not yet healed. Mr. Long, manager of Messrs. Kruse & Co., said that on the day in question he heard a noise of a disturbance in the godown and went to see what was the matter. He saw the defendant jumping about with the knife in hand, and the complainant holding his side saying he was cut. He did not know the latter was much hurt, and he caught the defendant by the neck, and flung him out of the godown, when the latter dropped the knife and ran away. His Worship said it was a pity witness did not detain the man, and witness said he would have done so if he had known the other man was seriously hurt. A lunko pursued the running man, until they met Inspector Withers, where he was stopped and arrested. That lunko had since been taken ill and was now in hospital, and therefore unable to give evidence, but he had stated to the inspector that he pursued the man to stop him as his running so fast was suspicious. Defendant was sent to four months' hard labour.

## THE WRECKED "UNISON"

SALVAGE OPERATIONS.

The *Chin Lung* arrived here yesterday noon from the Mian-tau Islands, where she is at work assisting in salvaging the cargo of the *Unison*. She is again for the wreck late in the afternoon, says the *Chfoo Daily News* of 3rd inst. Pumps have been secured and an effort will be made to get the water out of the hold of the injured vessel and save the cargo. Over two thousand barrels of oil are still remaining on the ship. Divers have been down to examine the injuries to the hull of the *Unison*, and it is stated that she is already sinking. The least rough weather will drive her off the rock and cause her to sink. The wreck on a saddle-shaped reef and has a buoy on either side amidships. This rock is about two miles from shore in an apparently fair channel of fifteen fathoms depth.

## THE WAR.

## THE BATTLE OF LIAOYANG.

LONDON PRESS ON THE VICTORY.

Tokio, 6th September.

The Japanese victory at Liaoyang has created a sensation in Great Britain. The following extracts from the editorial columns of the leading London papers indicate the impression made on the British public:

The *Times* says:—The brilliant victory secured by the Japanese has created a profound impression throughout the world. The longer the Russians delay their retreat the more complete will be the Japanese success be.

The *Daily Telegraph* remarks:—The possession of Liaoyang, which was considered one of the most important in the present war, has been decided. It only remains to be seen what losses in men and guns the retreating Russians sustained, and whether they can evade General Kuroki's army.

The *Standard* has the following:—General Kuropatkin will have shown himself to be an able commander if he can extricate his force, save his guns, and withdraw to Mukden, as his position at present is one of extreme danger.

The *Morning Post* points out:—The Russian Army has been forced to leave an exceedingly strong position south of the Taishu River, and at the same time their flank is threatened by the army commanded by the brave and skilful General Kuroki. The Russians may make good their retreat, but their scattered formation will render effective resistance impossible. The battle of Liaoyang will mark with some of the greatest battles of the last century, and is a great military achievement.—*Shanghai Mercury*.

## THE "ASKOLD" AND THE "GROSOVOI."

Yuan Taotai has communicated with the Japanese Consul General at Shanghai, on 5th inst., to the effect that after due investigation Mr. Hobson, the Commissioner of Customs, reports that there is a hole at the bottom of the cruiser *Askold* and that unless this is filled up it is impossible for the cruiser to undock and that the 9th and the 10th instant being the date of high tide the cruiser may be undocked and can go up to her mooring, and that though there is no reason why there should still be an unrepaired portion after having been in the dock for such a long time yet as a matter of fact unless the repairs be made to fill up the said hole it is impossible for the cruiser to be undocked. Therefore the Taotai gave thirty-six hours grace to complete the required repairs but as such repairs have now been made the Taotai stopped the work at 5 p.m. on 5th Sept., through the British and German Consuls General and he has ordered the Commissioner of Customs to prepare for the necessary steps to be taken for undocking and furthering the disarmament of the cruiser, that there may be no more delay in the matter.—*Sin Wah Pao*.

## RUSSIA'S WAR CHEST

NEARLY EMPTY—THE COMING CRISIS.

An Englishman in an important official position in Russia told me he estimated the current expenditure on the war at ten millions sterling a month. Other authorities, and I think they are within the mark, say £500,000 a day. How long can the Government bear this terrible drain?

The first shot was fired on February 8, so that we have just had six months of the campaign. Ninety millions sterling is probably a moderate estimate of the cost of calling out, arming, transporting, and maintaining 500,000 men in the field for this period. Now the Government had, to start with, an available Budgetary balance of £28,000,000. It has effected economies, chiefly by the stoppage of railway and other public works, and has raised £14,000,000. It has received £5,000,000 in voluntary subscriptions. There is the oft-canvassed gold reserve, the object of which is to guarantee the regular exchange of bank-paper against metal, and to prevent the old abuse of forced issues of paper money. This year, with an increase of paper issued, there has been a great fall in the metal covering held by the State bank; but it is estimated that £41,000,000 could be obtained by taking all the balance of the State bank except the minimum covering. Finally, there is the amount of the recent French loan, £32,000,000. Here, then, was an available total of £120,000,000, leaving in hand—if our estimate of expenditure be correct—£30,000,000, or two months' further supplies. But there is no prospect of peace; careful observers expect hostilities to continue till next year, at least. In what direction will the Government turn for help in the approaching crisis? We know what we have lately done under stress of war. What can Russia do?

## TELL-TALE BUDGET.

If you want a speaking summary of the state of a nation turn to its Budget. I have culled out of the latest-issued official Budget statements a few facts which will help us in getting an idea of the relation of the Government's resources to the demand which the war is making upon them. For ease of reading, I give only round figures counting the rouble as worth 2s.

The "ordinary" receipts amount to about £190,000,000, of which a good deal more than a half comes from what I should call State-trading operations and State properties; only £13,000,000 from direct taxation (chiefly bearing on industry and commerce); £42,000,000 from indirect taxation (more than half of this from Customs); and £10,000,000 from stamp and similar taxes. There is no general income tax in Russia. We may note incidentally that post and telegraphs only contribute £6,000,000, and that while Russia, as I have already shown, pays all the penalties of an ultra-protectionist policy, she gets only £220,000,000 of Customs revenue, mainly, of course, because her people are too poor to pay the extra cost of the machinery and other goods which they would be only too glad to import. But the startling fact is, that of the whole Budget receipts, one-

half is contributed by the sale of intoxicating liquor (£50,000,000)—a State monopoly which is gradually being extended over the whole Empire—and by the State railways (£40,000,000). His Imperial Majesty Nicholas II. is, among other not very admirable things, the biggest publican in the world. What on earth would he and his Finance Minister do if the muck were to turn tectalator? Apart from these two immense items, there is practically no expansion in State revenue in the last few years.

## LIQUOR AND THE REVENUE.

On the other side of the account, we find that the expenditure on account of the spirit monopoly amounted to £18,000,000, and on account of railways to £45,000,000 in the "ordinary" and £18,000,000 in the "extraordinary" Budget. The railways may possibly pay some day, though as regards the costliest of them all, the Trans-Siberian, the outlook, even for the distant future, is about as gloomy as it could be. The loss on the whole estate last year was over £10,000,000, and profits show a steady diminution, while the railway debt is steadily mounting up.

For the moment, liquor is the only part of this singular Governmental trading system that shows a handsome profit. This might be tolerable if the ideas which Messrs. Rowntree and Sherwell have so admirably enunciated in England had any hold upon the Cabinet of St. Petersburg. Some small pretence is, indeed, made of subsidising popular entertainments out of the profits of the drink traffic; but for the Finance Minister to attempt really to use the largest item of his income for his own extinction would be plain suicide. At present the profits are growing rapidly. The drinkers bring in to the State more than the whole normal cost of the Army and Navy in time of peace (£44,000,000)—men are cheap in Holy Russia, with the Orthodox Church (£3,000,000) and the Imperial Household (£1,750,000) thrown in. Nor is it surprising in the least that a regime to find that the prison and exile system costs the State considerably more than public instruction.

## RUSSIA'S BORROWINGS.

Only one other large item of expenditure calls for notice. The service of the national debt alone costs the State about £30,000,000 a year. The Russian Government is an adept in the art of borrowing, and the total debt, which rose from £300,000,000 in 1889 to £670,000,000 at the beginning of last year, over a third of this being on railway account, has now got well beyond seven hundred millions sterling. Drink and Debt are, in fact, the only conspicuously elastic items in the Budget of the Autocracy. This year's accounts are bound to show a heavy fall in the product both of direct and of indirect taxation, as well as in ordinary railway receipts. So far from yielding more, the ordinary sources of revenue will yield less. The Tsar will have to appeal once more to foreign money-lenders.

Some small secret resources there may be, which I have not been able to take into account. The published Budgets are probably the grossest and most gigantic pieces of trickery in the whole field of international finance. For ten years past, surpluses, the notorious "free balances," have been manufactured simply to give the Finance Minister an uncontrolled reserve for times of crisis. So far as possible, this has been allowed for in the above calculation. The Tsar could himself find several millions out of his private purse without feeling the loss. And always, as a last resort, the State can revert to a paper currency, and impound all the gold reserves of the Treasury and the Imperial Bank, which, in the latter case, stand as security against its advances to trading concerns. The prospect for the bank is in any case gloomy enough, for it has been diminishing its cash assets and increasing its speculative transactions in recent years. But a return to paper currency would be a crushing blow to Russian credit, and it will be delayed as long as possible.

In the meantime there is talk of a new German loan. Nothing more can be got in France for a long time to come; and if M. Witte has cajoled the Berlin bankers, he must have agreed to hard terms. The immediate need of money on any terms affords an explanation of the present price of Russian bonds in the foreign markets. They are doubtless being kept up by Russian Government purchases. But this sort of thing cannot go on long; and, even if the present crisis is tide over, the day of reckoning cannot be long delayed.—*Daily Chronicle*.

## WEI HAI WEI IN 1903.

In his report on Weihaiwei for 1903 the Commissioner Mr. J. H. Stewart Lockhart says there has been satisfactory progress during the year 1903. The administrative staff, small though it be, has proved itself capable of efficiently dealing with the affairs of the territory. Regular mail communication with Shanghai has been established. Roads have been improved. The natives have proved themselves orderly and well behaved, the amount of crime in proportion to the population having been very small. The revenue, which was double that collected last year, and three times as large as that collected in 1901, is now sufficient to cover the cost of the administrative staff. The grant-in-aid from Imperial funds has in three years been reduced from £12,000 to £6,000. Trade, though still in its infancy, has increased, and there is every sign that the possibilities of this dependency as a centre of trade are being gradually recognized, and that capital will be attracted to its shores. Its popularity as a health resort is increasing as the excellence of its climate becomes more generally known.

Weihaiwei has, and will no doubt continue to have, many difficulties against which it is contending, but there seems to be no reason why, by the exercise of patience and perseverance, and by the aid of that spirit of enterprise, which is still alive in the British race, these difficulties should not be overcome. The dependency may not progress by leaps and bounds; but it does not appear too sanguine to hope that it will ultimately prove itself a possession worthy of the Empire to which it belongs.

## ACCIDENT IN MACAO HARBOUR.

S.S. "HUNGSHAN" IN COLLISION.

Within a fortnight we have had to record two accidents in Macao harbour. In the former case some losses were involved to a Hongkong steamer, while in the latter (fortunately) the accident was not attended by loss. But in both these detention of passengers arose with the consequent inconvenience. The s.s. *Ying King* collision, reported in these columns a fortnight ago, cost the owners \$500 in repairs to damage and compensation.

On Saturday last the H.K. C. and Macao Steamboat Co.'s s.s. *Hungshan* had the narrowest of escapes from sinking a large-sized Chinese trading junk with a valuable cargo on board as she was entering the fairway in the inner harbour of Macao. As it happened a smaller native craft had her starboard boom smashed into splinters and the landing of the passengers by the incoming steamer delayed by over an hour. The circumstances relating to the occurrence are given by a passenger on board the *Hungshan* that day as follows. The steamer left Hongkong at her usual hour of departure. Owing to the state of the tide the engines were slowed down and the return journey accomplished at below the normal speed. It was after 5 p.m. that the *Hungshan* crossed the San Francisco bar. Off Praya Grande the first blast on the steamer's whistle was sounded to intimate her approach. All went well until the Barra Fort bar was crossed. Here it was observed that the harbour usually packed with Chinese boats was more than ordinarily congested by the large number of fishing and other boats that had run in to seek shelter from the heavy N.E. gale blowing in the roadstead. At this moment the Hongkong steamer was getting into the fairway. Simultaneously two junks (the larger of which had her heavy sails spread full to the breeze) were manoeuvring in such a manner as to place the larger vessel broadside on to the bow of the steamer not a couple hundred yards ahead. She was a boat of about two hundred tons. Taking in the situation almost at once the bridge telegraphed the engine-room to reverse, the order being at once carried out. A strong current was running at the time and the stiff breeze blowing caught the starboard quarter of the *Hungshan*, causing her to drift out of the only channel on to a bar where she was held by the muddy bed of the river. In the meantime her anchor was dropped and several fathoms of cable served out; but for this precaution the steamer might have swung round and swept the ground of the hundred and one native boats at anchor there. Rattan leaders from the *Hungshan* minimized the impact with the boat she collided with, and the only damage sustained by the latter was, as already stated, a broken starboard boom. The task of getting the *Hungshan* out of her muddy hold was then undertaken. The services of a steam-launch were obtained. Two attempts to tow her off by the stern failed. The next effort made was to pull her nose round by a tow-line. This ultimately succeeded, and under her own steam the *Hungshan* regained the channel and then her wharf at about 6.40 p.m. The layard of one of her lifeboats was caught in the mast of one of the junks, and but for this trivial damage the steamer got out of the occurrence unscathed.

Among the passengers on board that day, besides the usual week-end excursionists, was the Hon. L. A. W. Barnes-Lawrence, the Harbour Master at Hongkong.

## THE FRENCH AND THE KWANGSI REBELLION.

According to the *Jih Jih* the French Minister in a recent interview with Na Tung, vice-President of the Wai Wu Pu, again drew attention to the long continuance of the Kwangsi troubles and apparent difficulty experienced by China in dealing with the situation single handed. The Minister is said to have pointed out that instead of getting better things had been getting worse, and the rebels had captured the cities of Linchow and Hsiangchow. The French Government had therefore felt called upon to take the necessary steps to protect the Tonkin borders by placing troops there, and in spite of the fact that such offers had been already declined, he was prepared again to offer the Chinese Government the assistance of French troops in suppressing the rebellion, if they choose to accept the help.

Na Tung is said to have admitted in his reply that China's military condition was very weak, but the Government nevertheless felt equal to the task before them in Kwangsi, and instructions had been already sent to all the neighbouring provinces to send picked troops to assist in restoring order in Kwangsi.

As something to the above effect appeared in the native papers some few weeks ago, which were absolutely incorrect, we give the above for what it must be worth. But it is clear from the insistence with which the report is published that the Chinese desire it to be believed at any rate that the French have offered assistance. It is reported in native official circles that a portion of the Kwangsi rebels had entered Hungkiang in the province of Hunan and General Tu Yun-chiu's army are defending themselves there against the rebels. (Hungkiang is near to Chien-yang-hsien in Yuan-chowfu of the same province while Yuan-chowfu is next to Chingchow and Chingchow is next to Liuchowfu of Kwangsi.)

The Peking Government received on the 31st August a telegraphic report to the effect that a portion of the rebels at Szehih Patung in Kwangsi had crossed the boundary line of the province of Kweichow owing to the failure of the commanders Wang Yu Chi and Wang Hsua to check them and two of these officials had been impeached by the Governor of Kweichow to be decapitated. (This confirms the news published by the *Universal Gazette* and translated in this column yesterday.)

Brigadier General Pa Chin Kwei of Kweichow had been ordered to proceed to Kwangsi province according to the memorial of Li Ching Yu, the new governor designate of Kwangsi, but as there are rebels in Kweichow the order has been countermanded and he is ordered to remain in Kweichow instead.—*Universal Gazette*.

## COMMERCIAL.

SHARE LIST.

Following are further alterations in Messrs. Benjamin, Kelly & Potts' share quotations notified to us after the list had been printed:—  
Union Insurance Co. ... 35.80  
Doubtless ... 38.00  
Perak Sugars ... 71.6  
Hongkong Cottons ... 514 ex div.

## FREIGHT.

In the circular of 10th instant, Messrs. Lamke and Rogge state:—

The market has again witnessed a fair amount of activity during the past fortnight and rates of freight are well maintained. A pretty large business has once more been transacted, both locally and in the northern market, and a very strong demand for tonnage continues to prevail.

Chattering operations from Saigon to this port have remained on a rather small scale and only a few settlements are on record. The rate of freight has advanced to 18 cents per picul, but this improvement has so far failed to influence a large business, steamers being still able to find employment in other directions on more advantageous terms.

From Saigon to Philippines ports, as indicated in last circular, a fair demand has sprung up resulting in several charters of medium sized boats at rates ranging from 27 to 30 cents per picul, a smaller carrier having been able to procure the advanced rate of 35 cents per picul (or Cebu). There is further inquiry, chiefly running for steamers of small size which have, however, become extremely scarce.

From Saigon for Java ports, no chartering is reported as yet, but a large amount of tonnage is pretty certain to be wanted next month, as large contracts are said to have been made.

Fairly numerous inquiries for steamers to load at Saigon for Japan have not been responded to, at least not locally, partly owing to the extreme scarcity of tonnage and partly in consequence of proportionately better rates having been obtainable from this port. Saigon only quoted 42 to 45 cents per picul, according to size, whilst a number of charters were effected locally on basis of 30 cents per picul for Kobe and 35 cents per picul for Yokohama.

From Java to this, further inquiries, in the absence of suitable tonnage, could not be responded to; rates are unchanged, viz., 30 cents per picul, dry or wet sugar, from ports on the north coast, and for medium size.

From Bangkok to this, no fresh charters are reported; the berth rate is unchanged, viz., 30 cents per picul.

As regards Newchwang business, no fresh demand has been traceable so far for either Amoy, Swatow or Canton; large quantities of beans and bean cake are, however, accumulating in the interior and the present aspect of hostilities being such, that the cart traffic is not likely to be interfered with, the outlook for the autumn season would seem to be sufficiently good.

After a rather lengthy period of inactivity some fresh coal business has come to pass from Japan to this at \$2 per ton, loading at Moji, a small carrier obtaining as high as \$2.25 per ton. The local coal market is, however, not very firm and it is doubtful whether rates in this direction will be well maintained. For Singapore, no fresh fixtures are reported locally.

Hongkong to this, a charter has been drawn at the improved rate of \$2 per ton.

On monthly terms, the volume of business has once more been a large one and fair rates have been paid, the steamer chartered being again intended for special business, to trade principally in the North. In Shanghai, every available steamer has been picked up, the market being literally drained of tonnage and the demand still continues.

Sail Freights:—No change to report. Sail-tonnage loading or to load.—For New York.—British 4-m. bark *Kentmere*, arrived 15th June. American bark *E. B. Sutton*, arrived 28th June.

Disengaged:—British bark *Tongate* 919 tons. American bark *Erie J. Ray* 909 tons. British ship *Queen Elizabeth* 1700 tons. French bark *Bourbaki*, 1711 tons.

Departures:—British 4-m. bark *Sokoto*, 30th August, for Port Angeles. British 4-m. bark *Eclipse*, 5th September, for Baltimore.

## To-day's Advertisement.

PUBLIC AUCTION.

The Undersigned has received instructions to Sell by PUBLIC AUCTION, ON

SATURDAY,

the 17th Sept., 1904, commencing at 2.30 P.M., at his

SALES ROOMS, DUNDRELL STREET,

A COLLECTION

of

JAPANESE CURIOS,

Comprising:—

FINE SATSUMA (VASES, BOWLS, INCENSE-BURNERS, &c.), KUTANI-TEA SETS, IVORY INLAID PLAGUES AND ALBUMS, CUT VELVET PICTURES, SILK EMBROIDERED SCREENS, CUSHION COVERS, and DOVILIES, CLOISONNE VASES, and a variety of other Curios.

TERMS:—As Customary.

On view from FRIDAY, the 16th September. Catalogues will be issued.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, 12th September, 1904. [1029]

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"CLAVERBURN"

Captain E. Fey, will be despatched for the above Port, on or about TUESDAY, the 18th October.

For Freight, apply to SHEWAN, TOMES & CO.,

General Agents, Hongkong, 12th September, 1904. [1028]

## To-day's Advertisements.

TO LET.

FINE LARGE STORE, IN QUEEN'S ROAD. Most central position.

Apply—

"X," Care of Hongkong Telegraph Office, Hongkong, 12th September, 1904. [1027]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"ARRATOON APCAR," Capt. E. Fey, will be despatched for the above Ports, on FRIDAY, the 16th inst., at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 12th September, 1904. [1005]

IMPERIAL GERMAN MAIL LINE. NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN," Captain H. Fey, due here with the outward German Mail about THURSDAY, at 6 A.M., will leave for the above places about 12/14 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 12th September, 1904. [1026]

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"AUSTRALIEN," Captain Veron, will be despatched for the above Ports, on or about WEDNESDAY, the 14th instant, instead of as previously notified.

For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.

Hongkong, 12th September, 1904. [1029]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"SUEVIA," Captain von Döhren, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th instant at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 12th September, 1904. [1026]

Intimation.

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Disengaged:—British bark *Tongate* 919 tons. American bark *Erie J. Ray* 909 tons. British ship *Queen Elizabeth* 1700 tons. French bark *Bour*



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"PINGSUEY"	14th September.
GLASGOW AND LIVERPOOL	"AGHILLES"	24th September.
GLASGOW AND LIVERPOOL	"DEUCALION"	1st October.
GLASGOW AND LIVERPOOL	"ULYSSES"	8th October.

S.S. "PINGSUEY" left Singapore at daylight on the 9th inst., and is expected here at daylight on the 14th.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	14th September.
* GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	22nd September.
LONDON, AMSTERDAM & ANTWERP	"TYDEUS"	27th September.
LONDON, AMSTERDAM & ANTWERP	"PATROCLUS"	11th October.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	22nd October.
LONDON, AMSTERDAM & ANTWERP	"PINGSUEY"	25th October.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE AND YOKOHAMA	"DEUCALION"	3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th September, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	13th September.
KOBE	"CHINGTU"	15th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 12th September, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 17th Sept., at 10 A.M.
RUBI	2540	R. W. Almond	—	SATURDAY, 24th Sept., at 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 3rd September, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,  
FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To sail on
"ARAGONIA"	5,198	Schmidt	September 16th, 1904.
"NUMANTIA"	4,370	—	October 10th, "
"NICOMEDIA"	4,370	Wagner	October 27th, "
"ARABIA"	4,183	Bable	November 10th, "

Through Bills of Lading issued in Pacific Coast Ports and all Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M., on Excursion Sundays,  
at 8.30 A.M., from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.  
FARE—(Week Days) 1st Class (including  
cabin and service), \$5; Return Ticket, \$8.  
On Excursion Sundays, 1st and 2nd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Tickets including Tiffin and Dinner, either on  
Board or at Macao Hotel, \$5. (On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.)  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 7 hours to reach  
Macao.

MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street,  
Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING."

Captain E. J. Page, of 1,085 tons, Registered,  
is the newest, fastest, and most luxuriously  
furnished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY AND FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.1st Class, \$3.00 for Single Journey.  
2nd " 1.50  
Meals " 1.00 each.The steamer's wharf is at the Western end  
of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street,  
WENT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.  
BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,300	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey \$4

Meals (Each) 1

The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"ATHOLL"	16th September.
"SAGAMI"	30th "
"HINDUSTAN"	8th October.

For Freight and further Information, apply  
toDOWELL & CO., LIMITED,  
Agents.

Hongkong, 6th September, 1904.

## "SHIRE" LINE STEAMSHIP CO.

FOR HAVRE, LONDON AND  
ANTWERP.THE Company's Steamship  
"MERIONETHSHIRE,"  
Captain G. C. Cundy, will be despatched for  
the above Ports, on or about FRIDAY, the  
13rd instant.This Steamer has Superior Accommodation  
for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 7th September, 1904.

## Intimations.

## AN APPEAL.

THE SUPERIORESS of the ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.Ladies and Children's Under-clothing, Chil-  
dren's Dresses, and all kinds of Embroidery,  
Materials can be supplied, if required.The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.

Hongkong, 22nd April, 1904.

**"Sanitas"**  
Unqualified  
Parfuming Agent  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and, administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
and being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates, because of  
its disinfecting qualities and its fragrance.

Kingzett's Fulminating Candles  
apply the safest and most convenient means  
of obviating fumigation. For the disinfection  
of infected places, including, especially,  
they are both effective and agreeable.  
Destroy all insects.

THE "SANITAS" CO. LTD.  
ENTHUSIASTIC, LONDON, E.

## Mail.

COMPAGNIE DES MESSAGIERES  
MARITIMES.

PAQUEBOTS—POSTE FRANCAISE.

## NOTICE.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, PONDICHERRY, CALCUTTA,  
BOMBAY, ADEN, DJIBOUTI, EGYPT,  
MARSEILLES, MEDITERRANEAN AND  
BLACK SEA PORTS, LONDON,  
HAVRE, BORDEAUX.ALSO  
PORTS OF BRAZIL AND RIVER PLATE.ON TUESDAY, the 20th September, at  
1 P.M., the Company's Steamship  
"ERNEST SIMONS," Captain Bourdon, with  
Mails, Passengers, Specie and Cargo, will leave  
this Port for MARSEILLES, via Ports of Call,  
WITHOUT TRANSHIPMENT.This Steamer connects at COLOMBO with  
the Australian Line S.S. "Nera" bound for  
MARSEILLES via BOMBAY and ADEN.Cargo and Specie will be registered for Lon-  
don as well as for Marseilles, and accepted in  
transit through Marseilles for the principal  
places of Europe.Shipping Orders will be granted till Noon  
only on MONDAY, the 19th September, Specie  
and Parcels received until 4 P.M. on the same  
day. No Cargo will be received on board on  
TUESDAY.Parcels are not to be sent on board; they  
must be left at the Agency's Office. Contents  
and Value of Packages are required.For further Particulars, apply at the Com-  
pany's Office.G. DE CHAMPEAUX,  
Agent.

Hongkong, 7th September, 1904.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.STEAM FOR  
TRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND  
LONDON.(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL, AMERI-  
CAN and SOUTH AFRICAN PORTS.)THE Steamship  
"NUBIA"Captain F. N. Tildard, carrying His Majesty's  
Mails, will be despatched from this Port  
on SATURDAY, the 24th Sept.,  
at Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. "Himalaya," 6,828 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.Silk and Valuables, all Cargo for France  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London. Other Cargo for London &c., will be  
conveyed from Bombay by the R.M.S. "Persia,"  
due in London on the 6th November.Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 10th September, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILING FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,  
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	Sailing.
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Playford 3,753 F.C. Purington Sept. 17

Shawmut 9,666 W.M. Smith Oct. 24

Tremont 9,666 T.W. Garlick Oct. 1

Lynx 1,417 G.V. Williams Oct. 26

Hyades 3,753 Geo. Wright

\* Cargo only.

Steamers marked (\*) have no second-class  
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable  
steamer for Manila.

Tremont 9,666 T.W. Garlick, Sept. 20

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.The twin-screw a.s. "Shawmut" and "Tremont"  
have just been fitted with very superior accom-  
modation for first and second class passengers.  
The large size of these vessels ensures steady-  
ness at sea. Electric fan in each room.Barber's shop and steam-laundry. Cargo  
carried in cold storage.For further Information, apply to  
DODWELL & CO. LIMITED,  
General Agents.Queen's Buildings,  
Hongkong, 10th September, 1904.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"BENGAL,"FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out mark by mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. "India."

From Australia, ex S.S. "China."

From Calcutta, ex S.S. "Palawan."

From Persian Gulf, &c., ex B. I. S. N. and  
D. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
1 P.M., TO-DAY.Goods not cleared by the 15th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an  
appointed hour.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognised.No Claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 9th September, 1904.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship  
"MALACCA"FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo—  
From London, &c., ex S.S. "Arabia."Optional Goods will be landed here unless  
instructions are given to the contrary before  
10 A.M. TO-MORROW.Goods not cleared by the 16th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 9th September, 1904.

THE PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

S.S. "ARAGONIA,"

FROM PORTLAND (OR.), YOKOHAMA,  
KOBE AND MOJI.WITH THE HONGKONG CARGO EX  
S.S. "ARABIA" ON BOARD.THE above steamer having arrived, Con-  
signees of Cargo are hereby requested to  
submit their Bills of Lading for Countersignature  
and to take immediate delivery of their  
goods from alongside.Cargo impeding the discharge of the vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.ALLAN CAMERON,  
General Agent.

Hongkong, 9th September, 1904.

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,  
LONDON AND STRAITS.THE Steamship  
"GLENLOCHY,"having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that  
their Goods are being landed at their risk into  
the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, at  
Kowloon, where each consignment will be  
sorted out mark by mark, and delivery can be  
obtained as soon as the Goods are landed.Goods not cleared by the 15th instant will  
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the  
Godowns, and a certificate of the damage ob-  
tained from the Godown Company within  
ten days after the steamer's arrival, after which  
no claims will be recognised.MCGREGOR BROS. & GOW,  
Hongkong, 8th September, 1904.

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CURES  
MEN & WOMENThis is a non-poisonous  
remedy for any functional  
disorders and constitutional  
debility or ulceration of  
mucous membranes. Failure  
to cure is not to be  
expected.

GOLD BY CHEMISTS.

Circular mailed on request.

The Great Central Dispensary,  
CHONGHAI, CHINA.

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## To Let.

## TO LET.

TWO ROOMS on the First Floor of  
ALEXANDRA BUILDINGS.Apply to—  
SECRETARY,  
A. S. WATSON & Co., Limited.

Hongkong, 16th June, 1904. [179]

## TO LET.

6 SEYMOUR TERRACE, 4-room House  
and side verandahs. \$100 and Taxes.Apply to—  
"CHEAP,"  
C/o this Paper.

Hongkong, 4th August, 1904. [1000]

## TO LET.

WILD BELL BUILDINGS, No. 147,  
WANCHAI ROAD; Comfortable and  
Airtight Flats of 2 or 3 Rooms, from \$25 inclusive  
of Taxes.

No. 52, HOLLYWOOD ROAD.

And others to suit various







## Intimation.

## CHAZALON &amp; CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS.

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the  
French Mail Steamer *Ernest Simons*.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES IN BRANDY....." " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

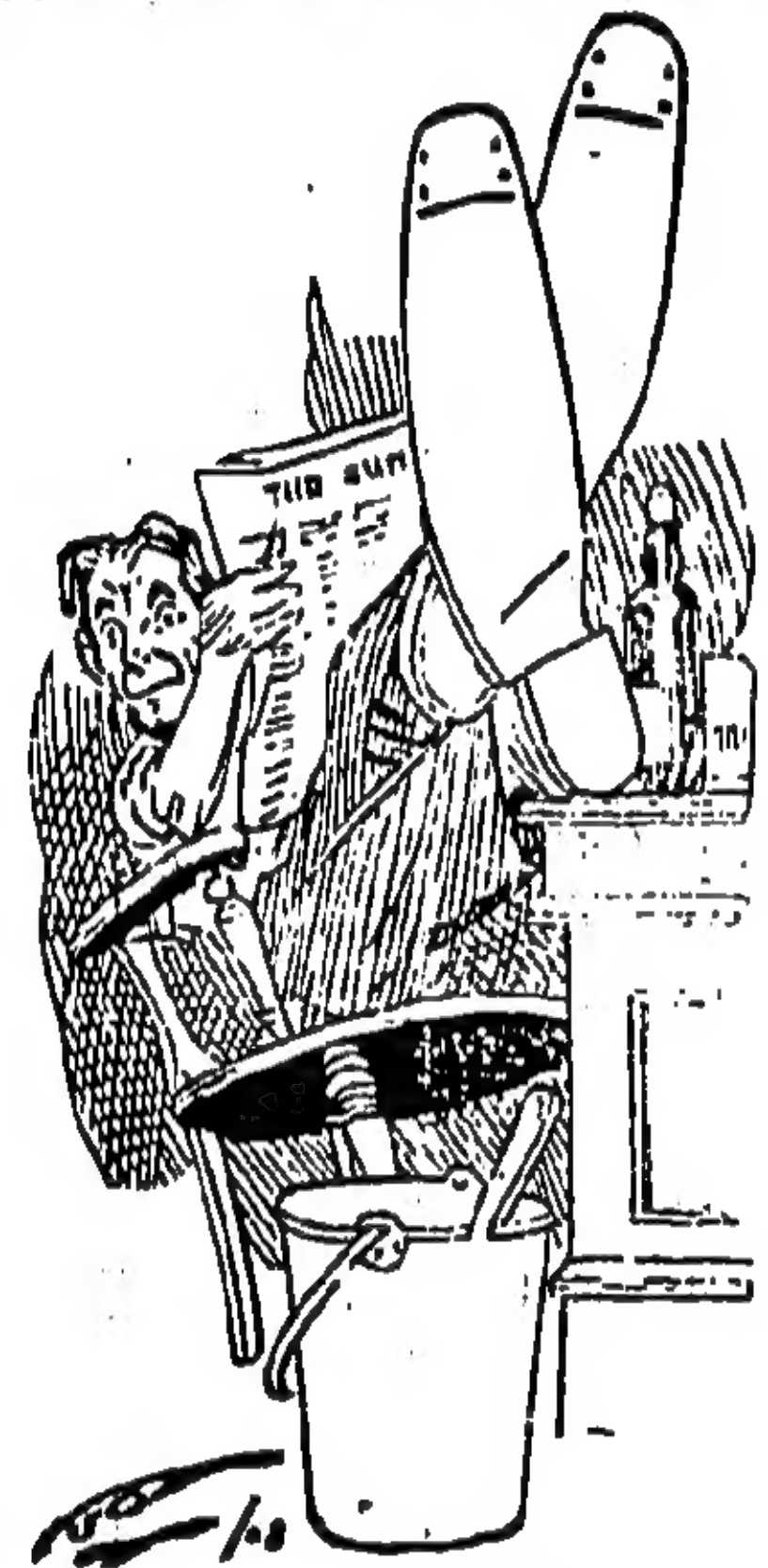
Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer  
to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of  
WINE in Barrels which we are able to offer at the exceedingly low price of \$45 per Cask  
of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that  
is clouded in the cask so that it becomes perfectly clear when bottled.

FOR

BLACK and WHITE WHISKY.



-PRICES-

SUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite  
exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part  
of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or  
sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings,  
burnings, swoons, plague and cholera. For the last two cases it must be taken pure,  
six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against  
infection and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue  
of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious  
remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach,  
rendered cold by age, and accelerates digestion; but it is less suited to nervous persons  
and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation,  
burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation  
of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it  
and applied on the affected part which is kept moistened by sprinkling it with this  
Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle  
the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in head-  
ache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat  
the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by  
the most eminent physicians of France, commends itself to all those who are anxious  
about their health in these countries where plague and cholera make often dreadful  
havoc.

PRICE:

The Litre ..... \$5.00  
The Half-Litre ..... 2.50

CHAZALON &amp; CO.,

Sole Agents for Hongkong, China and Japan.

Hongkong, 3rd September, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon, later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	8,100,000	\$125	\$125	\$10,000,000 \$7,000,000 \$3,000,000	\$1,492,554	Div. of £1.10 @ exchange 1/9 15/16 \$16.41 for first half-year 1904	6 1/2 %	\$64 1/2 sales London 66 1/2
National Bank of China, Limited	99,925	£7	£7	\$175,531 \$191,973	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	\$39
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$169,143 \$584,445 \$906,872 \$500,000	\$1,959,926	\$32 for 1902	5 1/2 %	\$57 1/2 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$151,992 \$331,342 \$324,137	Nil	\$4 for year ended 30.4.1903	6 1/2 %	\$62 sellers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 31,850	Tls. 271,589	Final of £1 making £2 for 1902		Tls. 70 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$37,794	\$186,284	\$12 for 1902	9 1/2 %	\$135
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,300,000 50,000	\$110,551	\$15 for 1902	7 %	\$215 buyers
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,700,288 \$1,000,000 \$125,675 \$2,500	\$371,110	\$22 1/2 for 1902	7 %	\$330 sellers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$125,675 \$2,500	\$39,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 sales
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$600,000 \$157,555	\$16,362	\$1 1/2 for first half-year 1904	10 %	\$30 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 £100,000	£5,853	10/- for 1903	5 %	\$122 sellers
China and Manila Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900		\$26 1/2
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$185,000 \$80,935	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$37 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000 \$15,093	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	4 1/2 %	\$41 buyers \$31 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$21,075 \$18,000 \$130,153	\$33,648	\$5 for 2nd & 4-year making \$15 for 1903	8 1/2 %	\$140 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£40,000 Tls. 98,000 Tls. 20,614	£19,555 Tls. 865	Interim of 1/- (Coupon No. 4) for 1903 Interim of Tls. 1 1/2 for 1904	4 1/2 % 12 %	24/- buyers Tls. 25 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 7 1/2 %	Tls. 46 sellers Tls. 45 sellers
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	none	Tls. 55,541	Interim of Tls. 2 for 1904	9 1/2 % 7 1/2 %	Tls. 46 sellers Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Interim of \$5 for 1904		\$210 buyers
Luson Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$3 for 1897		\$61
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903		\$490
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-		\$6 1/2
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-		Tls. 7 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$25,500	\$505,471	\$6 dividend and \$2 bonus for first half-year 1904	6 1/2 %	\$225 sellers
S. C. Farham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 7 final—Tls. 12 for year end. 30.4.04	7 %	Tls. 180 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd and half year 1903	4 1/2 %	\$250
Riley Hargreaves & Co., Limited (Preference)	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$195 sellers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 1/2 %	\$110
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	30,000	\$50	\$50	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/3	6 1/2 %	\$110 buyers
Shanghai and Hongkew Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 48,210 Tls. 30,913	Tls. 22,895	Interim of \$2 1/2 for 1904	4 1/2 %	\$113 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Interim of Tls. 4 for 1904	7 %	Tls. 155 buyers
New Amoy Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	Tls. 18 for 1903	9 1/2 %	Tls. 190 sales
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$100,000	\$51,066	\$12 for 1903	4 1/2 %	\$11
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 17,144	Tls. 37,634	Interim of \$6 for 1904	8 %	\$154 sellers
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 325	Interim of Tls. 3 for 1904	7 %	Tls. 122
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2		Tls. 725 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	Tls. 55
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None		Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Interim of \$1 1/2 for 1904	5 %	\$67 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	7 1/2 %	\$133 buyers
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sales
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	7 1/2 %	\$30 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 for the year ending 31.3.1904	12 1/2 %	Tls. 161 buyers
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	none	First year		Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903		\$40
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	12 1/2 %	Tls. 40 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$100,000 \$200,607 \$50,000	\$99,177	90 cents for 1903	7 1/2 %	\$12.90 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,000	Tls. 88,034	Interim of 3 % a/c 1898		Tls. 25 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 15,500	Interim of 4 % a/c 1898 on 6,000 shares		Tls. 321 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,658	Tls. 20,389	4 % for 1897		Tls. 150
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$11,121	Final of 60 cents making \$1 for the year ending 31.7.03	8 1/2 %	\$12 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,991	Interim of Tls. 3	9 1/2 %	Tls. 67 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900		\$150 sellers
Philippine Company, Limited	67,500	\$10	\$10			First year		\$91
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$150,000	\$32,115	\$1.50 for 1903	5 %	\$304 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	5 1/2 %	\$11 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$150,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	6 1/2 %	\$141 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,043	\$1 for 1903	11 %	\$94 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$26,000	\$800	\$5 for year ended 31.7.1903	7 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$60 cents for 1903	8 1/2 %	\$94 sales
Hongkong Electric Company, Limited	30,000	\$10	\$5	none	\$1,747	\$1.00 for year ending 30.4.1904	6 1/2 %	\$11 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £2,300	£7,625	£1 div. and 2/- bonus for 1903	5 1/2 %	\$94 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	Interim of Tls. 3 1/2 for 1904	8 1/2 %	Tls. 971 sales
Shanghai Waterworks Company, Limited	7,200	Tls. 50	Tls. 50	Tls. 140,000	Tls. 7,569	Interim of Tls. 3 1/2 for 1904	7 1/2 %	Tls. 393 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 667	Final of Tls. 4 making Tls. 8 for 1903/4	6 %	Tls. 740
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	Tls. 413	Tls. 413	Tls. 2 for half year		Tls. 120
Hall & Holtz, Limited	21,000	\$20	\$20	\$18,000	\$13,104	Final of \$1 1/2 making \$1 1/2 for 1903	11 1/2 %	\$304 sales
La e Crawford & Co., Limited (Shanghai)	2,500	\$100	\$50	none	\$21,182	Final of \$1 1/2 making \$1 1/2 for year end. 28.2.04	11 1/2 %	\$130 buyers
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$25	\$70,000	\$8,395	\$10 for 1903	7 1/2 %	\$110 buyers
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$35,000	\$10,517	\$12.75 for 1903	7 1/2 %	\$48 sales
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$35,000	\$5,444	Interim of \$4 for 1904	7 1/2 %	\$30 buyers
Straits Ice Company, Limited	2,000	\$100	\$100	\$45,000	\$1,283	\$7 1/2 for second half year 1903	9 1/2 %	\$165 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$6	\$30,000	\$1,029	\$20 for year ending 30.12.1903	6 1/2 %	\$280 buyers
Dairy Farm Company, Limited	10,000	\$100	\$10	\$20,000	\$1,061	\$12 for year ending 31.7.1903	6 1/2 %	\$21 buyers
Campbell, Moore & Co., Limited	1,200	\$7 1/2	\$10	\$5,500	\$1,061	\$3 for 1903	8 1/2 %	\$37 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	£12 1/2	£12 1/2	none	£1,161	6d. per share for 1903	5 1/2 %	\$5 buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	none	\$1,161	\$60 cents for year ended 31.5.1904	10 1/2 %	\$91 buyers
Do (Founders)	100	\$10	\$10	\$20,000	\$180	\$10.70 for year ended 31.5.1904	10 1/2 %	\$180 buyers
Tebrau Planting Company, Limited	23,000	\$10	\$5	none	Dr. \$1,551	None		\$1 buyers
Hongkong Steam Waterboat Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$104 buyers
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$1,739	None		\$91 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,757	Interim of 50 cents for 1903/4	8 1/2 %	\$12 buyers
Steam Laundry Company, Limited	10,000	\$5	\$5	none	\$3,044	60 cents for year ended 31.5.04	9 %	\$7
Maatschappij tot Mijl. Bosch- en Landbouw- exploitatie in Langkat	25,000	Ga. 100	Ga. 100	Tls. 334,669 Tls. 11,141	Tls. 27,187	First year First quarter of Tls. 10, paid 15.3.04 Second do. Tls. 10, 15.4.04	13 %	Tls. 315 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	6 %	Tls. 85 buyers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 10,000	Tls. 2,288	Interim of Tls. 6 for 1904		Tls. 153 sales
Central Stores, Limited	15,000	\$15	\$15	\$15,000	\$1,251	Interim of \$1.20 for 1904	11 1/2 %	\$23 sellers
Do (Founders)	10,000	\$15	\$15	\$15,000	\$1,251	None		\$100
Do (New Issue)	24,000	\$15	\$15	none	First year	Interim of 70 cents for 1904	6 1/2 %	\$8 sales
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Dr. Tls. 12,318	Tls. 5 for 1904		Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,942	Tls. 6 for 1903	9 1/2 %	Tls. 65 sales
Katz Brothers, Limited	10,000	\$100	\$100	\$15,000	\$1,942	\$13 for 1903	9 1/2 %	\$135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$500,000	\$5,493	\$1 div. and 25 cents bonus for half year ended 30.9.1903		\$364
Fraser and Neave, Limited	2,500	\$50	\$50	\$12,500	\$1,706	\$5 div. and \$2 1/2 bonus for 1903	7 %	\$102 buyers
Maynard and Company, Limited	2,500	\$100	\$100	none	\$1,706	\$5 for year ended 31.5.1903	7 %	\$102 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,000	\$50	\$50	\$5,000	\$1,706	First year		\$50
South China Morning Post, Limited	1,000	\$50	\$50	\$5,000	Dr. \$1,706	First year		\$50